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ESTABLISHED 1867

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HONGKONG, TUESDAY, FEBRUARY 6TH, 1923. 二拜禮

號六月二年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

SIMONDS'

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Simonds Milk Stout is enjoyment, food and strength all in one bottle. The flavour is delicious, there is no drink to beat it, and it is better and nicer than medicine.

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 7.10 a.m.
7.20 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 3.30 p.m. " 10 " "
3.30 " " 4.00 " " 15 " "
4.00 " " 5.10 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.00 p.m. every 15 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAY.
Extra Car—12 midnight.
SUNDAY.
7.00 a.m. to 7.10 a.m.
7.20 a.m. to 8.50 a.m. every 15 minutes
8.50 " " 11.00 " " 15 " "
11.00 " " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 4.00 " " 15 " "
4.00 " " 5.10 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.30 p.m. every 20 minutes
11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Comprode Order represented Bank Note.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS												
Station	No. 10	No. 11	No. 12	No. 7	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20
	Local	Local	Local	Local	Local	Express	Local	Local	Express	Local	Local	Express
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
CANTON (at the Shop)	dep.					6.50			6.45			6.35
STARK BOWS	dep.					6.15			11.40			1.10
Shen Chue	dep.	7.30	8.00	8.30	10.37	11.15	11.50	6.55	6.50	6.15	6.40	6.35
Feeling	dep.	7.40	8.10	8.40	10.47	11.25	12.00	7.05	7.00	6.25	6.50	6.45
Thyde Market	dep.	7.45	8.15	8.45	10.53	11.31	12.06	7.10	7.05	6.30	6.55	6.50
Yokohama	dep.	7.50	8.20	8.50	11.00	11.39	12.14	7.15	7.10	6.35	7.00	6.55
Shanghai	dep.	8.00	8.30	9.00	11.10	11.49	12.24	7.20	7.15	6.40	7.05	7.00
Yokohama	dep.	8.10	8.40	9.10	11.20	11.59	12.34	7.25	7.20	6.45	7.10	7.05
Shanghai	dep.	8.20	8.50	9.20	11.30	12.09	12.44	7.30	7.25	6.50	7.15	7.10
Yokohama	dep.	8.30	9.00	9.30	11.40	12.19	12.54	7.35	7.30	6.55	7.20	7.15
Shanghai	dep.	8.40	9.10	9.40	11.50	12.29	13.04	7.40	7.35	7.00	7.25	7.20
Yokohama	dep.	8.50	9.20	9.50	12.00	12.39	13.14	7.45	7.40	7.05	7.30	7.25
Shanghai	dep.	9.00	9.30	10.00	12.10	12.49	13.24	7.50	7.45	7.10	7.35	7.30
Yokohama	dep.	9.10	9.40	10.10	12.20	12.59	13.34	7.55	7.50	7.15	7.40	7.35
Shanghai	dep.	9.20	9.50	10.20	12.30	13.09	13.44	8.00	7.55	7.20	7.45	7.40
Yokohama	dep.	9.30	10.00	10.30	12.40	13.19	13.54	8.05	8.00	7.25	7.50	7.45
Shanghai	dep.	9.40	10.10	10.40	12.50	13.29	14.04	8.10	8.05	7.30	7.55	7.50
Yokohama	dep.	9.50	10.20	10.50	13.00	13.39	14.14	8.15	8.10	7.35	7.60	7.55
Shanghai	dep.	10.00	10.30	11.00	13.10	13.49	14.24	8.20	8.15	7.40	7.65	7.60
Yokohama	dep.	10.10	10.40	11.10	13.20	13.59	14.34	8.25	8.20	7.45	7.70	7.65
Shanghai	dep.	10.20	10.50	11.20	13.30	14.09	14.44	8.30	8.25	7.50	7.75	7.70
Yokohama	dep.	10.30	11.00	11.30	13.40	14.19	14.54	8.35	8.30	7.55	7.80	7.75
Shanghai	dep.	10.40	11.10	11.40	13.50	14.29	15.04	8.40	8.35	7.60	7.85	7.80
Yokohama	dep.	10.50	11.20	11.50	14.00	14.39	15.14	8.45	8.40	7.65	7.90	7.85
Shanghai	dep.	11.00	11.30	12.00	14.10	14.49	15.24	8.50	8.45	7.70	7.95	7.90
Yokohama	dep.	11.10	11.40	12.10	14.20	14.59	15.34	8.55	8.50	7.75	8.00	7.95
Shanghai	dep.	11.20	11.50	12.20	14.30	15.09	15.44	8.60	8.55	7.80	8.05	8.00
Yokohama	dep.	11.30	12.00	12.30	14.40	15.19	15.54	8.65	8.60	7.85	8.10	8.05
Shanghai	dep.	11.40	12.10	12.40	14.50	15.29	16.04	8.70	8.65	7.90	8.15	8.10
Yokohama	dep.	11.50	12.20	12.50	15.00	15.39	16.14	8.75	8.70	7.95	8.20	8.15
Shanghai	dep.	12.00	12.30	13.00	15.10	15.49	16.24	8.80	8.75	8.00	8.25	8.20
Yokohama	dep.	12.10	12.40	13.10	15.20	15.59	16.34	8.85	8.80	8.05	8.30	8.25
Shanghai	dep.	12.20	12.50	13.20	15.30	16.09	16.44	8.90	8.85	8.10	8.35	8.30
Yokohama	dep.	12.30	13.00	13.30	15.40	16.19	16.54	8.95	8.90	8.15	8.40	8.35
Shanghai	dep.	12.40	13.10	13.40	15.50	16.29	17.04	9.00	8.95	8.20	8.45	8.40
Yokohama	dep.	12.50	13.20	13.50	16.00	16.39	17.14	9.05	9.00	8.25	8.50	8.45
Shanghai	dep.	13.00	13.30	14.00	16.10	16.49	17.24	9.10	9.05	8.30	8.55	8.50
Yokohama	dep.	13.10	13.40	14.10	16.20	16.59	17.34	9.15	9.10	8.35	8.60	8.55
Shanghai	dep.	13.20	13.50	14.20	16.30	17.09	17.44	9.20	9.15	8.40	8.65	8.60
Yokohama	dep.	13.30	14.00	14.30	16.40	17.19	17.54	9.25	9.20	8.45	8.70	8.65
Shanghai	dep.	13.40	14.10	14.40	16.50	17.29	18.04	9.30	9.25	8.50	8.75	8.70
Yokohama	dep.	13.50	14.20	14.50	17.00	17.39	18.14	9.35	9.30	8.55	8.80	8.75
Shanghai	dep.	14.00	14.30	15.00	17.10	17.49	18.24	9.40	9.35	8.60	8.85	8.80
Yokohama	dep.	14.10	14.40	15.10	17.20	17.59	18.34	9.45	9.40	8.65	8.90	8.85
Shanghai	dep.	14.20	14.50	15.20	17.30	18.09	18.44	9.50	9.45	8.70	8.95	8.90
Yokohama	dep.	14.30	15.00	15.30	17.40	18.19	18.54	9.55	9.50	8.75	9.00	8.95
Shanghai	dep.	14.40	15.10	15.40	17.50	18.29	19.04	9.60	9.55	8.80	9.05	9.00
Yokohama	dep.	14.50	15.20	15.50	18.00	18.39	19.14	9.65	9.60	8.85	9.10	9.05
Shanghai	dep.	15.00	15.30	16.00	18.10	18.49	19.24	9.70	9.65	8.90	9.15	9.10
Yokohama	dep.	15.10	15.40	16.10	18.20	18.59	19.34	9.75	9.70	8.95	9.20	9.15
Shanghai	dep.	15.20	15.50	16.20	18.30	19.09	19.44	9.80	9.75	9.00	9.25	9.20
Yokohama	dep.	15.30	16.00	16.30	18.40	19.19	19.54	9.85	9.80	9.05	9.30	9.25
Shanghai	dep.	15.40	16.10	16.40	18.50	19.29	20.04	9.90	9.85	9.10	9.35	9.30
Yokohama	dep.	15.50	16.20	16.50	19.00	19.39	20.14	9.95	9.90	9.15	9.40	9.35
Shanghai	dep.	16.00	16.30	17.00	19.10	19.49	20.24	10.00	9.95	9.20	9.45	9.40
Yokohama	dep.	16.10	16.40	17.10	19.20	19.59	20.34	10.05	10.00	9.25	9.50	9.45
Shanghai	dep.	16.20	16.50	17.20	19.30	20.09	20.44	10.10	10.05	9.30	9.55	9.50
Yokohama	dep.	16.30	17.00	17.30	19.40	20.19	20.54	10.15	10.10	9.35	9.60	9.55
Shanghai	dep.	16.40	17.10	17.40	19.50	20.29	21.04	10.20	10.15	9.40	9.65	9.60
Yokohama	dep.	16.50	17.20	17.50	20.00	20.39	21.14	10.25	10.20	9.45	9.70	9.65
Shanghai	dep.	17.00	17.30	18.00	20.10	20.49	21.24	10.30	10.25	9.50	9.75	9.70
Yokohama	dep.	17.10	17.40	18.10	20.20	20.59	21.34	10.35	10.30	9.55	9.80	9.75
Shanghai	dep.	17.20	17.50	18.20	20.30	21.09	21.44	10.40	10.35	9.60	9.85	9.80
Yokohama	dep.	17.30	18.00	18.30	20.40	21.19	21.54	10.45	10.40	9.65	9.90	9.85
Shanghai	dep.	17.40	18.10	18.40	20.50	21.29	22.04	10.50	10.45	9.70	9.95	9.90
Yokohama	dep.	17.50	18.20	18.50	21.00	21.39	22.14	10.55	10.50	9.75	10.00	9.95
Shanghai	dep.	18.00	18.30	19.00	21.10	21.49	22.24	10.60	10.55	9.80	10.05	10.00
Yokohama	dep.	18.10	18.40	19.10	21.20	21.59	22.34	10.65	10.60	9.85	10.10	10.05
Shanghai	dep.	18.20	18.50	19.20	21.30	22.09	22.44	10.70	10.65	9.90	10.15	10.10
Yokohama	dep.	18.30	19.00	19.30	21.40	22.19	22.54	10.75	10.70	9.95	10.20	10.15
Shanghai	dep.	18.40	19.10	19.40	21.50	22.29	23.04	10.80	10.75	10.00	10.25	10.20
Yokohama	dep.	18.50	19.20	19.50	22.00	22.39	23.14	10.85	10.80	10.05	10.30	10.25
Shanghai	dep.	19.00	19.30	20.00	22.10	22.49	23.24	10.90	10.85	10.10	10.35	10.30
Yokohama	dep.	19.10	19.40	20.10	22.20	22.59	23.34	10.95	10.90	10.15	10.40	10.35
Shanghai	dep.	19.20	19.50	20.20	22.30	23.09	23.44	11.00	10.95	10.20	10.45	10.40
Yokohama	dep.	19.30	20.00	20.30	22.40	23.19	23.54	11.05	11.00	10.25	10.50	10.45
Shanghai	dep.	19.40	20.10	20.40	22.50	23.29	24.04	11.10	11.05	10.30	10.55	10.50
Yokohama	dep.	19.50	20.20	20.50	23.00	23.39	24.14	11.15	11.10	10.35	10.60	10.55
Shanghai	dep.	20.00	20.30	21.00	23.10	23.49	24.24	11.20	11.15	10.40	10.65	10.60
Yokohama	dep.	20.10	20.40	21.10	23.20	23.59	24.34	11.25	11.20	10.45	10.70	10.65
Shanghai	dep.	20.20	20.50	21.20	23.30	24.09	24.44	11.30	11.25	10.50	10.75	10.70
Yokohama	dep.	20.30	21.00	21.30	23.40	24.19	24.54	11.35	11.30	10.55	10.80	10.75
Shanghai	dep.	20.40	21.10	21.40	23.50	24.29	25.04	11.40	11.35	10.60	10.85	10.80
Yokohama	dep.	20.50	21.20	21.50	24.00	24.39	25.14	11.45	11.40	10.65	10.90	10.85
Shanghai	dep.	21.00	21.30	22.00	24.10	24.49	25.24	11.50	11.45	10.70	10.95	10.90
Yokohama	dep.	21.10	21.40	22.10	24.20	24.59	25.34	11.55	11.50	10.75	11.00	10.95
Shanghai	dep.	21.20	21.50	22.20	24.30	25.09	25.44	11.60	11.55	10.80	11.05	11.00
Yokohama	dep.	21.30	22.00	22.30	24.40	25.19	25.54	11.65	11.60	10.85	11.10	11.05
Shanghai	dep.	21.40	22.10	22.40	24.50	25.29	26.04	11.70	11.65	10.90	11.15	11.10
Yokohama	dep.	21.50	22.20	22.50	25.00	25.39	26.14	11.75	11.70	10.95	11.20	11.15
Shanghai	dep.	22.00	22.30	23.00	25.10	25.49	26.24	11.80	11.75	11.00	11.25	11.20
Yokohama	dep.	22.10	22.40	23.10	25.20	25.59	26.34	11.85	11.80	11.05	11.30	11.25
Shanghai	dep.	22.20	22.50	23.20	25.30	26.09	26.44	11.90	11.85	11.10	11.35	11.30
Yokohama	dep.	22.30	23.00	23.30	25.40	26.19	26.54	11.95	11.90	11.15	11.40	11.35
Shanghai	dep.	22.40	23.10	23.40	25.50	26.29	27.04	12.00	11.95	11.20	11.45	11.40
Yokohama	dep.	22.50	23.20	23.50	26.00	26.39	27.14	12.05	12.00	11.25	11.50	11.45
Shanghai	dep.	23.00	23.30	24.00	26.10	26.49	27.24	12.10	12.05	11.30	11.55	11.50
Yokohama	dep.	23.10	23.40	24.10	26.20	26.59	27.34	12.15	12.10	11.35</		

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BAGPIPE MUSIC.

When Ruskin wrote of Scotland "gloaming like a wet pebble" it was surely of the board and tranquil Lowlands that he thought, coloured and shining after an autumn rain with "amber and violet and purple. But in the Highlands one is impressed most by the variability and animation of the landscape. The gleaming and fluttering of waters, the glancing of light upon birch and rock and running streams, the showers and wandering rainbows, and the high hills themselves, which seem the most capricious and variable of all one looks upon, give the impression of infinite change and animation over the surface of a great stability. So the mountain music and dancing follow in a seemingly tradition with fluttering of ribbons and swinging of kilt and plaid; the dance, athletic and agile, the high stepping of a people accustomed to spring from rock to rock; the music of open-air and wide expanses of water, constructed to send tidings into far valleys of the English folk-songs and contra-dance in the villages, one would wish, of course, all success, in spite of a vague misgiving, behind all that it betrays of the nature of an "education," and cannot rid itself of the suspicion of being imposed upon docile villagers by earnest intellectuals. The Scot has been happy in his song-makers. There is no occasion of human joy or sorrow or merry-making in which he need be thrown for expression upon mawkish or inadequate song. Burns, *poetic cantore* as he really was, performed the service of keeping alive popular singing on a highly expressive level, though the Scots are not, like the Welsh, pre-eminently a nation of singers. But to play the pipes well is still an ambition everywhere, and down by the waterside, on the hill, and in the boat, one hears the reed-music where boys and men are practising the chanter and discovers a native music which has never died down nor lost its interest for the people, whose emotions and spirit it has expressed throughout a stirring history. When the piper appears in the streets his popularity is manifest, and with it apparently the feeling that he is the musician of the community, like the wandering harper whom he displaced. Favourite tunes are asked for and discussed with him, and the fear that the Highland piper might, after all turn out to be something preposterous and (like the chamois of Tartaria) kept for the tourist soon disappears.

The playing of the violin is believed to be responsible for the introduction of foreign tricks into the bagpipe tradition, and one noticed in the printed instructions to pipers who would enter for competition in the "Highland games" a very rigid limitation in styles of playing. If a piper departed from traditional style in his playing of the set classical piece of the pibroch, he must be able to satisfy the judges as to his authority or be dismissed; and the skilful management of the pibroch is still the test of a piper's ability.

"A pibroch is a tune, you know," explained a young piper; "it's a kind of way of playing—very old music—very difficult notes."

"A sort of musical epic, a descriptive piece," each piper learns it from some other piper," explained another, and so the bagpipe tutor prints "MacPherson's Lament, Ronald Mackenzie's style," adding a curiously personal note to an intensely individual kind of music.

The actual construction of the piece would seem to be more like that of a sonata than any other form of composition. There is a ground theme with variations; a second movement and a final return to the theme, a very severe set piece. Strange ideas visit one alone, listens to competitor after competitor; the chief of them being that if one had been given the task of inventing a man one would never have invented or even dreamt of one who could play the bagpipes. And yet here were such men, not one but a score, making that strange singing and sighing and wailing, all with nine notes and ten fingers and a faculty of hearing what sounds travel in the wind and resound in hidden caverns of the sea. So "old," indeed, did the music sound that there came with the piper's music the recollection of times before written words, of men summoned by running messengers, of fiery cross symbol of tidings sent over hills and rivers by the music of triumph or grief. It was not surprising to learn that the "Desperate Battle," of which the pibroch was telling the history was the battle of the North Inch, in which two clans fought until all were slain except one, that swam, throw the water of Tay.

How the winning piper made the chanter sing until it was all told—the lamenting of lost hope and of very far away sorrows which joined somehow to the burden and sighing of all humanity near to its breaking-point.

The slow step of a vigorous and athletic man restrained, is impressive, but there is something about the strange movement of the pibroch itself which is intensely human. The incessantly down-falling notes, the wailing of the drone like the undertone of all human sorrow and lamenting, the sudden break into the low singing lilt of the second movement, like the high note of whatever present sorrowful occasion calls out that articulate and precious song to sound above the mourning of all the sorrows that have ever happened; and the backward swing of the melody again bring a compulsion to bear upon one, the compulsion to hear all the things which are never told except in music (the continuing notes on which history vibrates and lives), which sound from the heart of some man of long ago, things stirring and grievous, it may be, but ours, too, as they were his—Genuine Bona in *Manchester Guardian*.

VISCOUNT GREY.

DOUBTFUL IF EUROPE WILL RECOVER.

Viscount Grey of Fallodon presided at a demonstration at Queen's Hall, Langham-place, W., in support of international peace and good will. He said the growth of armaments was one of the underlying causes of the war. Before the war it was often said that great armaments were a protection against war. If we were to be wiser after the event, we should never say that again. Armaments might be a protection against defeat, but they were not a protection against war. The moral of the last great war, and the state of Europe before it, was that great armaments brought about war. Another lesson was that if war came again on the modern scale no victory would enable the conqueror to escape from the awful suffering which war caused. He continued: Even now it is doubtful, perhaps I would not be as pessimistic—I would simply say it is not absolutely assured—that Europe will recover from the war. But I think it is certain that if there be such another war civilisation will not recover from it. The great problems on which European recovery depended were not being solved, he went on. The moral was: "Look to the League of Nations more and more to deal with those 'international questions.'" It had been his hope that when they saw how widespread was the suffering caused by the war, not only in this country, but also in every other country engaged in it, there would come out of that community in suffering a community in good will. They did not see signs that that feeling had yet been the outcome of the war. International politics seemed much as they were before.

JOHN I. THORNYCROFT & CO.

Presiding at the twenty-first annual general meeting of John I. Thornycroft and Co., Ltd., held recently in London, Sir John I. Thornycroft, M. Inst. C.E., M.I.N.A., the managing director, said that the accounts showed a profit on the year's working of £249,140, and, due to the conservative view taken in previous years as regarded the distribution of dividends, there was an available balance of £104,688. Out of this they had to meet Debenture interest of £13,500, the dividend of 6 per cent. on the Cumulative Preference shares, £11,880, and the proposed dividend of 7½ per cent. on the Participating Preferred Ordinary shares, amounting to £13,750, leaving a balance to be carried forward to the credit of the current year of £65,558. Their reserves and carry forward, after payment of the dividends recommended, amounted to £310,000, against an Ordinary share capital of £300,000. The past year had been a period of exceptional depression, which continued at the present time, although there were signs of improvement in some directions. The considerable number of inquiries that were being received from shipowners and prospective buyers of various special types of craft, as well as the ordinary mercantile types, would seem to indicate that they were of opinion that the bottom of the slump had been reached, but the price at which some firms had accepted orders were so low that they could not even cover a portion of their ordinary working charges, so he was afraid the impression would be given of some revival which was as yet only artificial. While they could not expect in the immediate future orders for destroyers, their knowledge and experience in the construction of special types of craft should put them in a better position than firms whose business had been almost entirely confined to the construction of cargo vessels. They had at the present time under construction a number of vessels, but of only small dimensions. In his remarks last year he referred to the difficulties they were experiencing in common with other firms, in obtaining payments due to them, and he was afraid conditions were not yet any better.

They had on hand quite a number of orders for motor-boats and marine motors, and he believed their sales of motor vehicles compared very favourably with their competitors, although, of course, they were capable of a very much larger output than was represented by their sales. The motor vehicle business had been, and would continue to be, very adversely affected by the disposal of surplus war vehicles, and the dumping in Gt. Britain and our overseas Dominions of vehicles from countries the currency of which was depreciated. The effect of this depreciation of currency represented a bounty to the foreign manufacturer on the cost of a four-ton vehicle of something between £125 to £214. The British manufacturers' cost was swollen by the heavy taxation ruling in Gt. Britain, which included health, unemployment, and employers' liability insurance, and interest on loans to the exporting countries. The foreign vehicle escaped most of this heavy burden.

During this year they had put on the market a new type of small marine engine, which promised to be very successful, and they had given a considerable amount of attention to improvements in design of motor vehicles and engines generally, and also to the fitting of commercial vehicles of lifting and loading special purposes. They had continued their policy of development abroad in the belief that the satisfactory business overseas would inevitably in the future fall into the hands of those firms definitely established and offering repairs and spare parts facilities on the spot. This policy had necessarily been somewhat costly, but their experience already made them feel that it should be justified by future results.

The report was unanimously adopted.

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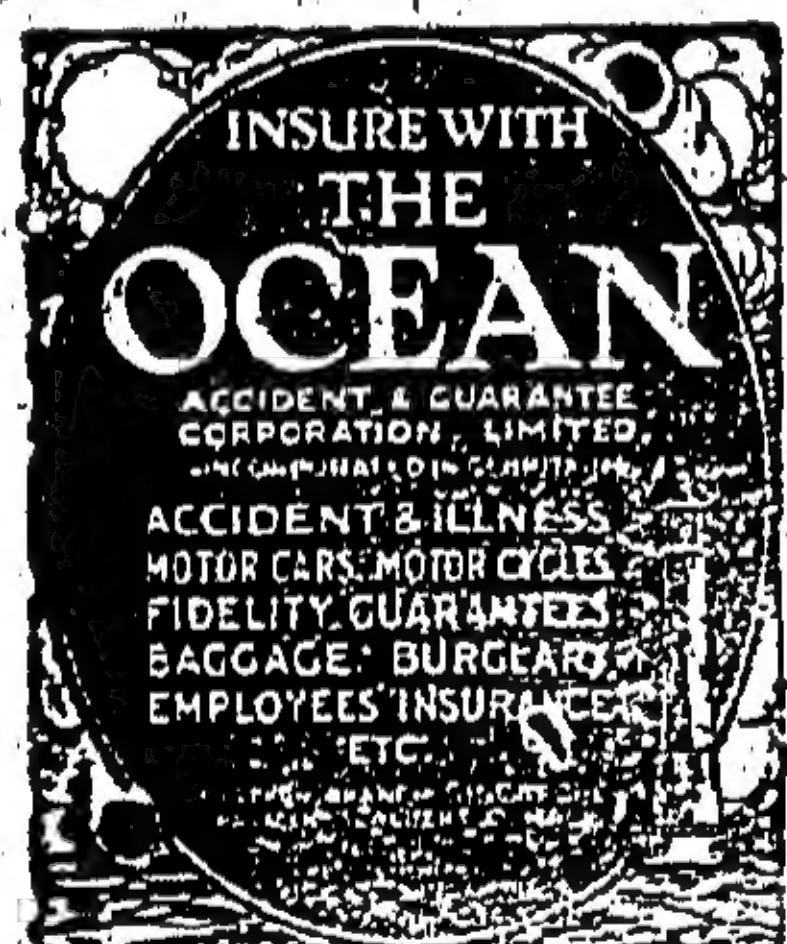
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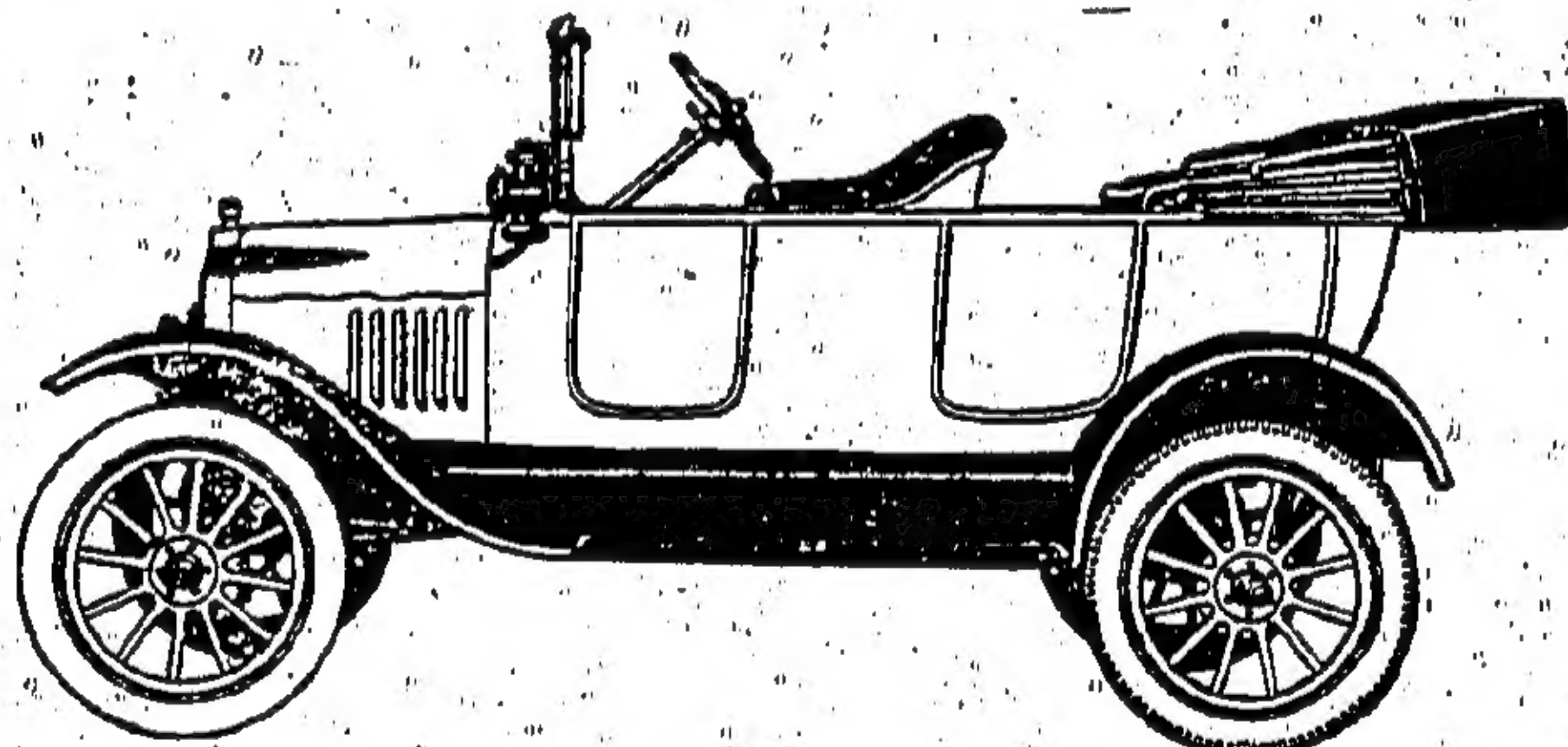
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THE Property consists of First ALL

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Secondly ALL THAT strip of land at the rear

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[287]

PUBLIC AUCTION.

Messrs. LAMMERT BROTHERS

have received instructions to sell by

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O'CLOCK P.M.

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In Duddell Street,

THE VALUABLE LEASEHOLD

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Lot No. 49 intended to be registered in

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IN THREE LOTS

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Hongkong, 1st February, 1923.

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Central.—ADY. [101]

BOXER INDEMNITY'S

REMISSION.

REVIEW BY MR. H. P. WILKINSON.

NOTABLE SPEECH.

Mr. H. P. Wilkinson, in an address,

delivered last week at the annual prize

giving of the C.M.S. Anglo-Chinese

School, Shanghai, appropriately made

Great Britain's remission of the Boxer

Indemnity his subject. He said:—

The subject of greatest interest at the

moment to everyone in any way connected

with, or concerned in, the education of

Chinese scholars is the use to be made of

the balance still unpaid of the Boxer

Indemnity due by China to Great

Britain, which the British Government

have decided shall be used for purposes

"mutually beneficial" to China and

Great Britain. Since that decision

became known many and various have

been the suggestions made as to how that

balance could best be applied. As none

of the scholars in this room were born

in 1900, the time of the Boxer distur-

bances, and as many people who were

then alive have thought the non-

remission, heretofore, of the British

share of the Indemnity as lacking in

forethought, generosity, and even justice, I

briefly state the facts as I know them.

The most concise statement of the wrongs

done to foreigners in China in 1900 by

the Boxers, and their sympathizers, is

that in the joint Note of the Diplomatic

Body of December 22nd, 1900.

Mr. Wilkinson read this Note and

continued:—

On January 18th, 1901, the Chinese

Plenipotentiaries, Prince Ching and the

Viscount Li Hung-chang, notified the

Diplomatic Body that they had received

an Imperial Decree agreeing to the

conditions of the joint Note. The

approximate figure of the expenses

incurred and of the losses sustained by

the Powers as calculated to July 1st, 1901,

having been stated as Halkuan Tls.

450,000,000, China, by an Imperial Edict

of May 25th, 1901, agreed to pay the

Powers that sum with interest at 4 per

cent, per annum. By the final Protocol

of September 7th, 1901, it was agreed that

this sum, constituting a gold debt at

stated rates (3/4 to the taels in the case of

Great Britain, and Gold Dollars 0.724 to

the taels in the case of the United States),

should be paid in instalments in 39 years,

interest being payable at 4 per cent, per

annum from July 1st, 1901. Service of

the debt was to take place at Shanghai,

and a plan of amortization was agreed to

by the Chinese Government agreed to

deliver to the Doyen of the Diplomatic

Body a bond for the lump capital sum to

be subsequently converted into fractional

bonds to the individual Powers.

The revenues assigned as security for

the bonds were:—

1. The balance of the revenues of the

Imperial Maritime Customs after pay-

ment of the interest and amortization of

preceding loans secured on these revenues,

plus the proceeds of the raising to five per

cent, effective of the present tariff of

maritime list, but exempting foreign rice,

cereals, and flour, gold and silver bullion

and coin.

2.—The revenues of the Native Customs,

administered in the open ports by the

Imperial Maritime Customs.

3.—The total revenues of the Salt

Gabelle, exclusive of other foreign loans.

By a protocol of June 14th, 1902, the

Boxer Indemnity of Tls. 450,000,000 was

apportioned between the Powers concerned,

7,319,795 per cent, of the total being ap-

portioned to the United States and

11,249,011 per cent, to Great Britain. The

claims sent in to the authorities of the

Powers concerned had in the meantime

been filed had were being dealt with by

each Power.

As a means of joint action as regards

indemnities on the part of the repre-

sentatives of the Powers at Peking, cer-

tain principles upon which claims should

be accepted or rejected were formulated

at Peking—the "Rapport de la Commis-

sion des Indemnités," dated March 5th,

1901. These rules, admirable in inten-

tion, were difficult of interpretation and

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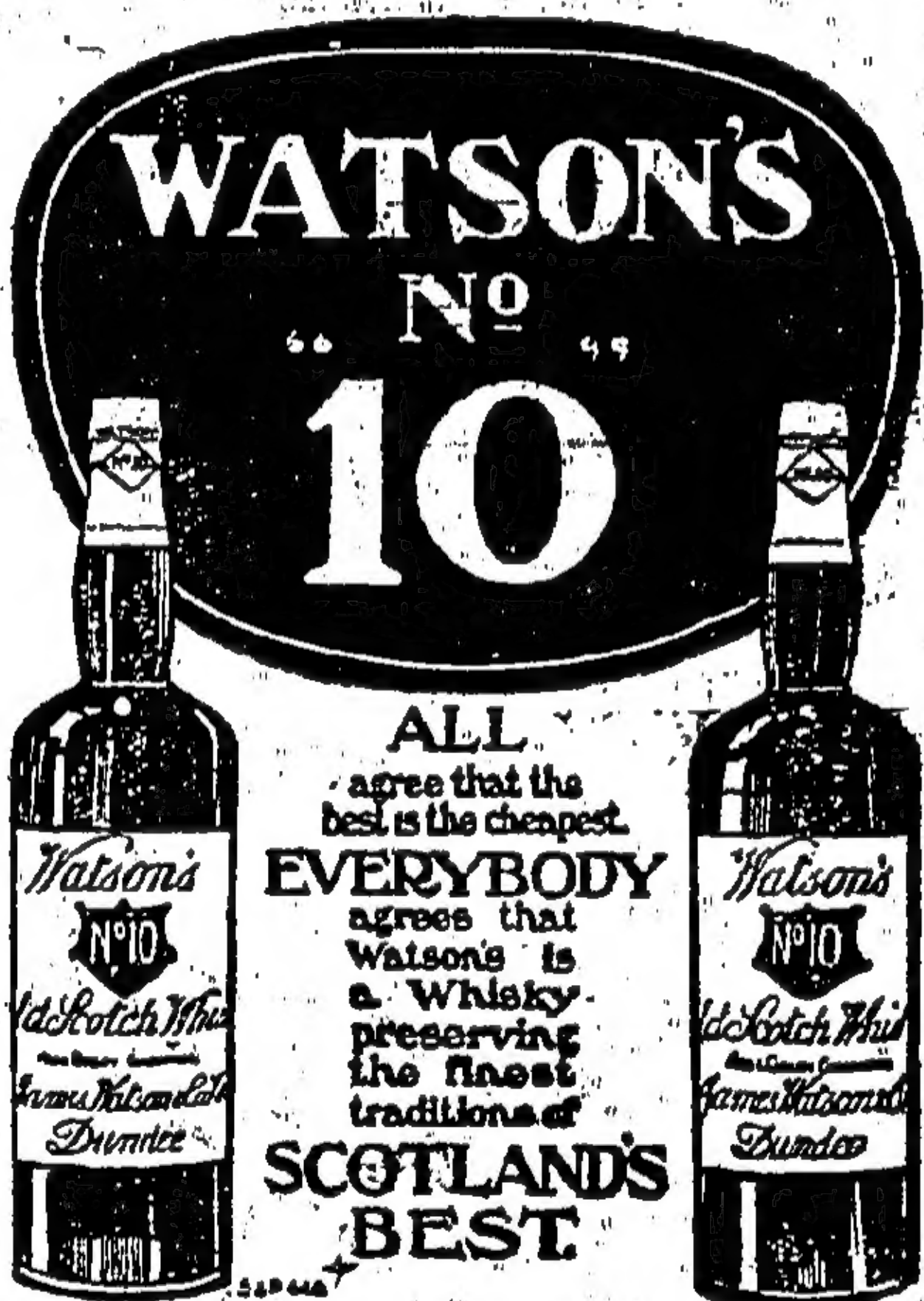
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CHINA DOMICILE AND DIVORCE.

INTRICATE POINT ARGUED AT
SHANGHAI.

SOME IMPORTANT CASES.

At H. M. Supreme Court at Shanghai last week Sir Skinner Turner, Chief Judge, heard further argument in support of the plea of domicile in connection with the petition of Mr. Sidney J. Powell for the dissolution of his marriage with Catherine Agnes Powell. Proceedings for a decree of divorce were instituted at Reno, Nevada, by respondent, and a decree was obtained by her on May 6th, 1921. Eric Anthony Sykes is cited as co-respondent. Neither respondent nor co-respondent made answer, and were unrepresented. Mr. R. G. MacDonald appeared for petitioner.

Mr. MacDonald said that since the adjournment he had secured two witnesses who would give evidence that petitioner had expressed his intention to make China his place of domicile. He had impressed upon petitioner the necessity of recollecting to whom he had expressed his determination to remain in China for the rest of his life.

Frank John Blom, consulting engineer, was then called and corroborated counsel's statement. Witness had had business dealings with petitioner and also knew him in private life. He had frequently expressed his intention to live in China for the rest of his life.

Petitioner's "houseboy" said, "Mr. Powell has said many times stay China all time. He says many times."

In reply to his Lordship witness said that when petitioner went to England he (witness) continued to be his servant.

PERMANENT STAY UNNECESSARY.

Referring to Dicey, counsel said it was not necessary for an individual to intend to stay permanently. If that individual intended to stay for an indefinite period it was sufficient to suggest domicile. Even if he added that in the event of winning a Calcutta cash sweep he would return to England, it would not alter the presumption of domicile. Counsel proceeded to state that domicile need not be at any particular place. An individual could be domiciled in England, but not necessarily in York, and in India but not in Calcutta. The motive was indifferent. It was only a matter of choice. Petitioner had said something about staying here for his health, but what he said in regard to his business was alone sufficient for the presumption of domicile. The intention to stay was not an intention to change his allegiance. Counsel said he wished to convince his Lordship that petitioner's intention to stay in China was not because he wished to evade his commission in the British Army. An intention to remain in any one country did not mean that he wished to become a citizen of that country.

His Lordship inquired why Mr. Powell should not have filed his petition earlier, presuming that he was so sure of the question of domicile.

Mr. MacDonald said he would explain that phase quite easily. Until he consulted counsel, petitioner had been under the impression that the decree obtained by respondent in Reno was worthless. Residence in a country was not sufficient *per se* to constitute domicile, but the intention to stay was sufficient presumption, counsel went on, quoting from *Dixon v. Halsbury, Brown v. White, Tootal's Trust, Casdigh v. Wilson v. Wilson, Bate v. Bate, Le Mesurier v. Le Mesurier Lord Advocate v. Jeffrey, Mather v. Cunningham, and Sharpe v. Crispin* (Judge Lobingier's Extrajudicial Cases). It could not be presumed by any foreigner that he intended living in Shanghai throughout his life.

His Lordship interposed that there was no difference whether the place was Shanghai or elsewhere in China, for the reason that British subjects were subject to British laws. In Shanghai they were among a better organized society.

A SCOTSMAN IN ENGLAND.

In the matter of intention to stay counsel quoted the case of a Scotman, who, having discovered his wife's infidelity, proceeded to England, but retained his shooting lodge in Scotland and membership of a society. Furthermore he remained a sleeping partner in a business in Scotland. He went to England, stayed there for six years and then instituted proceedings for the dissolution of his marriage on the ground of his wife's adultery in Scotland. It was held that the fact of his residence in England did not constitute domicile, yet in order not to discredit his statement of intention to stay the Court was bound to come to the conclusion that he had acquired domicile in England.

The Judge here quoted the case of an illegitimate son of a Scotman by a Portuguese woman. The youth was sent to Scotland to be educated and afterwards entered the British Customs service. It was held that the boy had not acquired domicile in England. It was even further held that the place of his domicile was Portugal, the land of his mother.

In conclusion, Mr. MacDonald submitted that other cases bearing on the subject were immaterial. It was only necessary to decide on the facts of the present case. Firstly, the Court had to consider long residence (on that alone petitioner could be said to be domiciled), and secondly there was his statement on oath. There were also circumstances of intention in the past.

His Lordship said he would give his decision in the matter of domicile within a few days.—*H. V. Daily News.*

TRIALS OF A CIRCUS TROUPE.

It would appear, from a case heard last week in the Civil District Court at Singapore, that the Almasoff Circus, which recently showed in Singapore, will shortly cease to exist. Mr. da Silva submitted a claim, on behalf of Mr. Jean Cotterell who, with his troupe, performed at the circus, for the sum of \$474.23 being wages due from Jan. 3rd to Jan. 15th at the rate of \$40 per week. Mr. Dudley Parsons appeared for the defendant, Mrs. R. Filis, who was not present in court. An arrangement was eventually come to between counsel that Mr. Parsons should arrange for the circus properties to be auctioned and to pay the amount of the plaintiff's claim, plus costs, into court. It was mentioned that there were more claims for salaries and also some local debts to be paid, and Mr. da Silva claimed priority on behalf of his client, who, he said, had another claim for \$240. Mr. Parsons asked to be allowed to arrange for the auction to take place within three days as members of the company had been given notice by their hotel proprietors and an early settlement was desirable. Mr. Aston agreed and made the necessary order, it being found that the length of Mrs. Filis's residence in the Colony did not permit of her being made a bankrupt.

REGENT'S PARK TRAGEDY.

TAILOR'S SUICIDE IN LONDON
FLAT.

A London wireless message of January 10th, says:—Owing to the disappearance for several months of a marine officer's wife, who was last known to be residing in a house in Regent's Park tenanted by a tailor named Maltby, the police, after five days watching during which they were unable to gain admission, forcibly entered under a health warrant. Maltby shot himself dead and the woman's body was found in a bath.

A subsequent message gives additional details as follows:—

A mercantile marine officer, whose wife had stopped drawing his monthly allowance of £18, discovered on returning home that his wife had disappeared last August, and he informed the police. It appears that his wife, Alice Middleton, left her home at Hampstead in June and went to the house of a tailor named Maltby at Park Road, Regent's Park, who was living apart from his wife and six children.

During the past week Maltby had barricaded the house. The police were watching the house and the gas and water were cut off. There was a sensational development to-day when the police obtained a warrant under the Public Health Act, and entered Maltby's shop to ascertain whether a nuisance existed as a result of the water supply being cut off.

An official of the Marylebone Borough Council said that applications to enter the house were disregarded by the occupier, and accordingly a squad of detectives battered the door with crowbars. They heard a shot and found Maltby dead in an attic. A search revealed human remains identified as those of the woman Middleton.

A revolver was found in Maltby's hand, and Middleton's decomposed body was found in a bath wrapped in bed linen. She had apparently been dead some months.

Mrs. Middleton's husband is now on a voyage to Bangkok on board the *Moresfield*, which sailed from Plymouth nine days ago.

"ROMANCE"

A GREAT LOVE STORY.

"Romance is always young" sang the poet. It would seem so indeed to judge by the eagerness displayed by kinsmen patrons at the Coronet yesterday when Miss Doris Keane made her first local appearance on the screen. "Romance," the film in which she figured, is a picture version of the play which held Londoners enthralled for more than a thousand nights during the war in which Miss Keane herself created the leading role of Madame Cavallini, supported by her husband, Mr. Basil Sydney. "Romance" is more than an idyllic love story; it is a study of the reaction of two strong characters to the influence of an overpowering passion. Beautifully portrayed, the story tells of the *affaire d' coeur* which an elderly clergyman, Bishop of New York, unfolds to his nephew in an effort to restrain the young man from marrying an actress. He tells how as a young rector he fell in love at first sight with La Cavallini, a famous Italian prima donna and how she saved him from his own passion. This, the main part of the picture, is superbly acted by the two principals and in the passionate love scenes which ensue one gets to realise how it is that Miss Keane ranks as one of the greatest contemporary actresses and Mr. Basil Sydney as one of the world's great stage lovers. "Romance" is being shown at the Coronet until Saturday.

The Stamp Correspondent of the *Times* has something both sweet and bitter to say of the M.B.E. and its stamps.—In connection with the great industrial fair held at Singapore during the visit of the Prince of Wales a number of contemporary stamps of the Straits Settlements, Borneo, and the Malay States were sold with the special overprint "Malaya-Borneo Exhibition" from March 31st to 8th. This attempt on the part of the Colonial authorities to exploit the stamp-collecting public gave rise to much adverse criticism in philatelic circles.

THE STORY OF ADAM AND EVE

SERMON BY THE REV. COPLEY
MOYLE.

The following sermon was preached in St. John's Cathedral on Sunday by the Senior Chaplain, the Rev. E. Copley Moyle, M.A.:—

"She took of the fruit thereof and did eat."—Genesis iii, 6.

Once again the Order of our lectionary has brought us to the reading of these early Chapters of Genesis. Some one may be thinking, why should we read them? Have they anything to teach us? We do not now regard them as history. As Archbishop Bernard has written, "We believe that we have in this Biblical record of the Fall a purified form of legendary narrative concerning man's early history, which had wide currency among remote people." In early Christian times many Christians amongst them the learned writer Origen, regarded the early stories of Genesis as allegories intended to teach us spiritual and not historical lessons. But in later times a theory of inspiration arose which is generally known as the theory of Verbal Inspiration, which taught that every statement of the Bible is literally and historically true. This theory has now been abandoned by all scholars. It was never accepted by the whole Church as a true explanation of inspiration. It is an undeniable fact that God has permitted us in this age to have an amount of knowledge about the early ages of the world such as our forefathers had not, and that knowledge has to be reconciled with the way in which we interpret these early stories of Genesis. The theory of verbal inspiration is based on no authority of the Bible, which never tells us what an inspired book ought to be. To quote the late Dr. Driver, "The doctrine of the verbal inspiration and verbal exactitude of Scripture is in fact an *a priori* theory, framed not upon the basis of any warrant contained in Scripture itself, but upon an antecedent conception of what an 'inspired' book must necessarily be. It is, however, a complete mistake of principle and method to make first an *a priori* theory of inspiration, and then to insist that the Bible must conform to it; the Bible is the only inspired book that we know of; and as no independent definition of inspiration exists, the only sound method is to study the facts presented by the Bible and to formulate our theory of inspiration accordingly."

We believe that the writers of these early stories were largely indebted to the old folk lore of the early Semitic people, for the material for these stories, but that they were inspired to purify them from the gross polytheism of their originals and to present them in a form which can instruct and edify us to-day. What then are some of the lessons we may gather from the story of the Fall which we have just heard? One lesson is certainly this, man has the power of choice. If he sins, it is the choice of his will. He is not forced to sin. He does it deliberately. And does not our own personal experience confirm that. We excuse ourselves for some sin by saying "I could not help it. I had no choice," but all the while we know that is false. We know we had to choose. We had the power of choice and we choose the wrong. Our will is free. That is a great responsibility that God has given us, free will. And the gift entails the power to choose wrongly. God might have made us like the trees and plants, with no power to choose but made to obey the laws of their nature, but then He would not have had the willing love and service of free beings. So He gave us the power of choice that we might learn to choose aright and that He might be able to rejoice in the love and service which mankind willingly render Him. He did not want the devotion of mere puppets which could only do as they were told. He wished to have the free and intelligent devotion of free agents. Of course, the gift of freedom entailed the possibility of a wrong choice, God had to take that risk, for even an omnipotent God could not, at the same time give to man the power of choice and compel him to choose aright.

Another lesson which we may learn from the narrative of the Fall is that man is not left to himself to make his choice, but there are hostile powers which urge him to a wrong choice. The story represents the serpent as tempting the woman to sin and his temptation takes the form of suggesting that God is hard and unkind, and does not really desire man's welfare. And the woman listens when it would have been the wiser policy to run away. There are some temptations which have to be stubbornly fought, but there are others from which it is the wisest course to flee, and to flee at once. And another lesson which the story teaches us is that the anticipation is often falsified by the realisation. "Ye shall be as Gods knowing good and evil," said the serpent, and the woman thought what a fine thing it would be to have such knowledge, but the knowledge when it came gave no pleasure, but only pain and humiliation, "the eyes of them both were opened and they knew that they were naked." So the prizes which the Tempter offers us if we disobey God and choose evil are found to be worthless as soon as we have gained them. It is only the things which we gain by the help of God, which give us real satisfaction.

However desirable the prizes of the world may seem in the distance, once they are grasped they are found unsatisfying.

Another lesson which the story may teach us is that man's sinfulness is something which has been imparted to him from without and was not an essential part of his nature.

(Continued at foot of next column.)

SPORT.

FOOTBALL.

INTERPORT PRACTICE GAME.

A practice game will be played on the Club ground, to-morrow. Kick off at 3 p.m.

The Interport team will play a Navy XI. The Interport team will play in blue and the Navy XI in white.

Navy XI:—Phillips (Titania), Adkins (Hawkins), Farrell (Diomed), Stirk (Hawkins), Weedon (Titania), Sawyer (Hawkins), Barkham (Hawkins), Darlington (Durban), Cann (Durban), Sella (Diomed) and Wemyss (Durban). Reserves: Bickers (Hawkins), Emery (Titania).

Interport team:—Swan (Police), Gerard (Club), Chan So (South China), Hudson (Tamar), Stewart (Club), Leung Yuk Tong (South China), Chu Kwong Yung (South China), Forsyth (Club), Begg (Club), Dr. Valentine (Police) and Chan Kwong Yiu (South China). Reserves: Wynne (King's), McLaren (Police), Valentine (Club) and Ip Kan (South China).

Reserves are requested to be present.

BILLIARDS.

Playing in the first round of the Billiards Championship tournament, at the Victoria Recreation Club, last night, R. Luz defeated L. Beltap. The match was an exceedingly fast one; though rather a one-sided affair, Luz making his 500 in one hour and three quarters. Beltap scored 298. Luz was in great form, making double figures on nearly every occasion that he went to the table. His principal breaks were: 30, 29, 27, 26, and 25.

part of his nature. He was made "in the image of God," and so, though evil may now seem so deeply ingrained in human nature as to be almost inseparable from it, and though we have no example in history of a sinless man except Our Lord Jesus Christ Himself, yet if sin is not an essential part of man we may look forward to a time when we shall be entirely freed from sin. If we regard sin as an imported characteristic of human nature and not of the essence of man, we shall be the more ready to look for the essential goodness rather than for the imported evil. However wicked we may seem to be, or however wicked others may seem, we shall get the best out of ourselves and out of others by dwelling upon the possibilities of good and not of evil. Good is stronger than evil. "What sin abounded, grace did much more abound." We must overcome evil in ourselves and in others by emphasising and calling into operation the tremendous force of goodness which is present but may be lying hidden. "In the lowest there is some spark of the Nature Divine." The very worst man has some good qualities and if we can find and appeal to those qualities we shall get the best out of him. We are more likely to get men to give us of their best if we show them that we expect the best from them; than if we let them see that we expect the worst. There is much sound common-sense in the view of the optimist who assures himself and others that wherever evil seems strong good is really stronger still, and he is likely to do much more good than the pessimist who says men are evil and you need not expect good from them.

"One who claims that he knows about it. Tells me the earth is a vale of sin. But I and the bees and the birds—we doubt it. And think it a world worth living in."

We are often inclined to attempt to overcome evil with evil, whereas we ought to overcome evil with good. Let us then believe that we ourselves, as well as others, are capable of heights of goodness, hitherto undreamed of, and we shall find that we advance towards the goal of perfection.

The problem of pain and evil is one which attracts the interest of many, but it is a more practical task to fight evil than to discover its origin. The man whose house is burning, does not sit down and ponder on the origin of the fire, he gets water and tries to extinguish the flames. If we believe in the love of God, we are sure that the presence of evil is necessary, otherwise a loving God would not permit it. It is not the result of some evil chance but it is the wisdom of Our Father, which permits and controls those pains and sorrows which often seem to us so inexplicable, but the day will come when they shall have done their work and will pass for ever away. Then there will be no more evil but "God shall be all in all." I will conclude with some words of the late Archbishop Magee. "You pessimist, tell me of the sorrow, the suffering, the misery of humanity, and I tell you of the time when death shall be destroyed and when sorrow and sighing shall be done away with, and when men will weep no more. You tell me here of mystery and difficulty and perplexity, and I tell you of the time when we shall know even as we are known. Doubt and mystery like sin and sorrow and shame shall fade away in the white light around that throne on which sits the Lamb that died for mankind. There in the future lies the completed optimism of Christianity. Here, in the Christian life, though working feebly and imperfectly as it does, is to be seen the evidence of the truth of Christianity, that we may take home to our hearts. Let us strengthen this evidence, each one of us, in our daily Christian life, and meanwhile we can patiently await the time when the day of full-unclouded vision shall dawn, and the shadows of our fears and doubts shall flee away for ever."

CHINESE POTTERY AND PORCELAIN.

ADVICE TO THE CURIO COLLECTOR.

INTERESTING LECTURE BY MR. H. W. KENT.

A lecture of great interest to those who are interested in the history of China was delivered to a very large audience at the Helena May Institute yesterday afternoon by Mr. H. W. Kent, who spoke for well over an hour on the absorbing topic of "Collecting Chinese Pottery and Porcelain and other curios." For the instruction of his audience Mr. Kent had placed on view in the Hall a collection of wares of the various dynasties. A number of these he commented upon in the course of his lecture, indicating their points of beauty, peculiarity of construction and explaining the patterns and colour schemes.

In his opening remarks Mr. Kent explained that he was a business man—and a busy one too—and, up to the present he had not yet found any spare time for research work or independent study of this fascinating hobby. Later on, when his active work was finished he intended to explore some of the centres where the pottery industry had thrived.

He remarked that to thoroughly understand and appreciate the art of China a knowledge of the history, religions, mythology, philosophy and customs of the people was necessary, but he tendered some very useful advice to the curio collector.

"Collecting pottery and porcelain," the lecturer said, "is a hobby that requires training, knowledge and skill. You must train the eye and the mind, especially the eye, to distinguish between the genuine article and the fake. Never lose an opportunity to study, and if possible, handle a genuine piece. Visit the great British, American and Peking Museums, when possible, for they contain some of the finest pieces in existence of all the different periods. The chemist can name the period of manufacture by analysis of the glaze; that means mutilation and one cannot recommend you to put your treasure to the test by that means."

HUNTING FOR CURIOS.

The lecturer said: Collectors are divided into several groups—those who merely desire to possess a thing because it is old irrespective of its artistic value; those who want to own a piece because it is rare and of enormous monetary value; others because they want a representative collection of the particular wares in question of some special periods or countries; and those who buy a thing simply because in their judgment it is beautiful and will bring them pleasure and the fact of its being either old or modern is of no importance. The two first named have no soul for the game and it is difficult to feel any interest in them or their possessions. Lord Esher tells the following story of Lord Kitchener in his book "The Tragedy of Lord Kitchener":—"On an occasion when a friend of Kitchener's had offered him some books for his library he said 'Give me old bindings, the books don't matter.'"

That after all is a human tendency (shall I say mania) apt to grow upon all collectors of antiques. The incidents connected with the finding and the purchasing of the Curio I own, and the personalities of the men from whom I bought them mean to me nearly as much as the articles themselves. Each article I possess has a history surrounding its acquisition. This one (pointing to his collection) was bought in Hongkong; that one in Shanghai; that one in Peking; those in Japan. This one I got as a bargain but that one I paid for through the nose. I will take it that you all belong to the two last named groups, and that you want to acquire pieces within the scope of your means, which will afford you and your friends pleasure, and that you wish to try and learn how to avoid the risk, as far as possible, of having a forgery palmed off upon you as a genuine antique which is a very grave risk even to veteran collectors. But to quote Mr. Hobson—"the existence of fakes adds to the zest and excitement of collecting and it would be a poor spirit which was entirely discouraged by the knowledge of danger." But more on the dangers that beset one's path anon! There are countless treasures still to be unearthed by the excavators and there are a great many valuable pieces in the possession of well-to-do Chinese families. These occasionally become impoverished and have to dispose of their valuables. In such an event they will often prefer to sell to a foreigner rather than to one of their own countrymen, at an enhanced price, in order to avoid publicity and consequent loss of face. The Japanese, and there are several ways on the look out in Peking and Shanghai, usually have an advantage over other foreigners owing to their knowledge of the language and their better understanding of the Chinese mentality.

NOT TO BE GOT FOR A MERE SOG.
Genuine pieces are not to be picked up nowadays at bargain prices nor outside the premises of a reputable dealer or private collector. Stolen articles are sometimes found in pawn shops or in the hands of touts. You cannot go into Cat Street and expect to pick up a valuable antique for a mere song. You can find there colourable imitations, perhaps a good Tokiwong piece here and there and very inferior Kanghs and Chienlung wares. There was, of course, a lot of rubbish manufactured in all the dynasties and some has survived to this day, but

from both an aesthetic and monetary point of view the value is practically nil. Good Ming and Manchu articles as, of course, all pre-Ming wares, are so scarce in China nowadays that their value is too well-known, and the big dealers' agents who are on the watch all over the country snap them up soon as they appear for sale. I commend to the attention of collectors of limited means and small ambition the wares made in Tokiwong's reign. They are plentiful, quite attractive and display skillful craftsmanship if lack of originality.

THE PSYCHOLOGY OF THE CURIO DEALER.

The lecturer went on to deal with the psychology of the Chinese curio dealer. He desired to give a few hints as to how to deal with this class of individual.

You have got to go to Shanghai and Peking to meet, what I might describe in Far East phraseology, the "pukker" Curio dealer, but there are a few in the South and one or two in Hongkong. He is an aesthetic, an art lover and a gentleman, with, however, a keen eye to the main chance. Get to know and get on to friendly terms with your dealer. Never tell him bluntly that you think his vase is not what he represents it to be. Convey your doubt by more subtle methods. Emphasize your own ignorance, and you can always ask, without any risk of hurting the man's feelings, to be allowed to submit the article to a friend for his opinion. "Veneration for the antique is ingrained in the Chinese." A reputable dealer always has his "gems" hidden away from the rude gaze of the ignorant and he won't produce them until he knows that his prospective customer is a real lover of the game. Once gain his confidence and respect and impress him with your genuine anxiety to learn about and view the "real thing" and he will spend hours swapping yarns with you and expatiating on his treasures irrespective of whether you intend to buy or not. He squirms at the people who make fatuous remarks about curio: "sweetness," "pretiness," "quaintness" and so on. He watches to see if you handle it and show it homage in the manner characteristic of the true lover.

HOW TO HANDLE THE DEALER.

Bargaining is the very life blood of the Chinese, perhaps the curio dealers in particular. You will learn from experience how to handle your dealers but have no hesitation in making a counter offer to the price you are first quoted. Take time to buy; never rush it. Offer to pay a price well below what you think the curio is worth to you and come up by easy stages as he comes down from his giddy heights. Patience must be your watchword. I have been two years bargaining for a piece! When a "pukker" dealer knows you are a genuine customer he will never sell a piece over your head, for one reason because he enjoys the bargaining game and also because he has a keen sense of fair play and is not a profiteer. If possible get permission to take the piece, you open negotiations for, home before definitely making up your mind. Frequently you will find that it doesn't appeal to you in the same way in your own home as it did in the dealer's shop. Also always remember that both Chinese and Japanese curios (especially the latter) are often irresistible in their own environment but look lawdry and unattractive in our Homeside atmosphere. That applies to decorated porcelains, paintings, metal works, stone carvings, embroideries, furniture, etc. You see that great discretion must be shown when buying and I strongly recommend that numerous class of curio hunters who desire merely to possess one or two attractive specimens of Chinese art to first visualize the surroundings the articles will probably have to live in at home. In the case of collectors who are bent on acquiring a fairly representative collection of Chinese art curios the foregoing remarks hardly apply because presumably they have the intention of furnishing a purely Chinese room in that wonderful dream home we all have in prospect after our work is done out here.

Don't buy a cracked or damaged piece you want for decorative purposes however great the temptation. The classic pieces, however, must be viewed from a totally different angle to the Ming and Manchu wares. Dealers are plausible persuaders and in reply to your protestations that a vase is damaged or has a "manbin" (a blemish) he will say with an ingratiating smile and soft voice "A little maskee, no belong spoilum," and you will more likely than not feel a brute and a fool for drawing attention to the blemish. In the big curio dealers' shops in both China and Japan I have seen unwary tourists buying damaged goods at top prices only to discover their mistake when they want to show it off or wish to resell it.

The lecturer then went on to describe what he termed to be "a few mediocre specimens of Chinese art curios."

In conclusion, he said: I will give you a few more tips regarding imitations to wind up with. Factories in Homan are at present producing Han, Tang and Sung pottery. The most dangerous reproductions of the Ming and Manchu wares are the Japanese. They have made a specialty of Ming forgeries. Kioto is full of this spurious ware which is clever enough to take in many experienced amateurs. The Japanese import the clay from China for the work. Marks are no reliable guide to genuineness. Either on pottery or porcelain your best and only safeguard is experience and a well-trained eye.

Mr. Kent was cordially applauded for his interesting lecture and a hearty vote of thanks was accorded him on the motion of the Hon. Mr. J. H. Kemp.

AMAZING ARMS SEIZURE. MACHINE GUNS ON THE "PRESIDENT WILSON."

Yesterday a large seizure was made of machine-guns, pistols, revolvers and ammunition colapsing in its magnitude any of the remarkable seizures made during the last few months.

Revenue Officer Lannigan in the course of search on board the s.s. "President Wilson," which arrived in Port on Sunday, yesterday morning seized 20 barrels containing arms and ammunition. Twelve of the barrels bore the innocent looking label "fertiliser," and the other eight were labelled "shrimps." All twenty barrels were consigned to two local firms. Later when they were opened at the Central Police Station the contents were enumerated as follows:—
10 machine guns,
250 Smith and Wesson revolvers,
170 Mauser pistols (complete with stocks),
52,000 rounds (approximately) of ammunition.
No arrests have been made.

GREAT DRUG SEIZURE.

THREE JAPANESE BEFORE THE MAGISTRATE.

There was also a remarkable seizure of illicit drugs at the Kowloon Godowns on Saturday afternoon. Revenue Officer Lannigan has also this seizure to his credit.

The drug, which is said to be a stronger concoction than either cocaine or morphine, is at present in the hands of the Government Analyst and we are, at present, unable to give its exact nomenclature.

In examining a number of cases of goods in the godowns the Revenue Officers came across two cases containing between 50 and 60 lbs. of the drug. Yesterday the search was continued (as the result of information received) at a house at Yagmati, and the haul is said to have been increased to nearly double the above amount.

Three Japanese have been arrested in connection with the illicit importation and they were brought before the Court yesterday and remanded.

The arrested men were Lei Hiryama, T. Fujita, and A. Watanabe. The charge was one of being in unlawful possession of a quantity of morphine, so far estimated at between 50 and 60 lbs. Mr. A. E. Hall appeared on behalf of the last defendant, and Mr. T. G. Bennett, for the second. The first was not represented. In the case of Watanabe bail was fixed at \$30,000; Hiryama's at \$10,000, and Fujita's at \$250. Three sureties of \$5,000 each and cash to the amount of \$5,000 were required in the case of Watanabe.

Fujita is stated to be a boarding-house runner, and is alleged to have taken delivery of the drug at Kowloon Godowns.

ALLEGED ATTEMPTED PIRACY.

WHAT REALLY HAPPENED TO THE "ON LEE."

A report was published in our morning contemporary, yesterday, to the effect that an attempt was made to pirate the s.s. "On Lee" on her last trip from Hongkong to Kowloon. The report went on to state that in an unsuccessful attempt to board the ship two of the pirates were shot dead.

The "On Lee" has returned to Port and yesterday a Daily Press representative was able to glean what actually happened. No attempt at all was made by pirates to board the vessel and there was no encounter between the ship's crew and the pirates. It is, however, fairly certain that there were pirates in the vicinity. The "On Lee" arrived at noon at a section of the river which is known as the Flats, about one-and-a-half hours' steaming from Kowloon. The tide was not high enough to carry her over the Flats and she dropped anchor. This particular district is infested with pirates and a large number were seen to collect along the water front in close proximity to the vessel. These men were heavily armed and were equipped with small boats known to local seafarers as "dug-outs."

The "On Lee" carried a large number of Chinese passengers and several of these were believed to have large sums of money in their possession. The passengers, despite the assurances of the Captain, became panicky, and commenced throwing a quantity of their heavy personal luggage overboard with the idea of "lightening the vessel." This was only stopped when the Captain took stern action threatening dire punishment on any who threw articles overboard.

As a precautionary measure, all the grills were closed and the six guards were ordered to their stations. Arms and ammunition were "served out" to the officers. It was also deemed advisable to haul up the anchor and to keep the vessel on the move. The vessel continued to steam up and down the reach until the water rose high enough to enable her to proceed on her voyage. There was no further incident of an alarming nature.

Colour is lent to the suspicious action of the pirates on the shores by a report made to the Captain before the "On Lee" left Hongkong that she was to be pirated on the outward journey.

HONGKONG STEAMER TURNS TURTLE.

RESULT OF CATTLE STAMPEDE.

TWENTY FIVE LIVES LOST.

A thrilling story is told by the captain of the Chinese steamer "Shun Shing," a vessel of about 300 tons, which turned turtle at sea off Sambuchau, near Macao last Tuesday with the loss (according to the Agents) of some 25 lives. The "Shun Shing" was built partly of wood, and partly of steel, and was the property of the Po On Steamship Company, which has its main offices at 28, Queen Street, Hongkong. The vessel has been running between Hongkong and Kwang Chan Wan for the past seven years. She left Kwang Chan Wan for Hongkong on Monday last with a general cargo, and 900 head of cattle, including 700 pigs. The animals were penned up in a timber corral in what was thought to be a perfectly secure fashion, and all went well till nine o'clock the next morning. Then the vessel ran into heavy seas. Huge waves washed over her bows and decks, and she rolled and pitched in an alarming manner.

The steamer began to list heavily, and the angle became so acute that the captain ordered all hands on deck, and had a large amount of the cargo jettisoned. This worsened the list to a slight extent, but later the cattle started to stampede, and caused the ship to roll still more violently. In desperation the crew threw a number of the animals into the water but the task was a hopeless one, and the captain ordered the men to abandon the vessel. They lowered two lifeboats and knocked together a couple of rafts. Disaster overtook the lowering of one of the boats, a large wave smashing it against the vessel's side, rendering it completely useless, and throwing a number of the occupants into the sea. Many of them were drowned. The other boat and the rafts got safely away, but there were still a number of men left on board. The captain is stated to have jumped overboard, and was afterwards picked up, in company with the chief engineer, by one of the boats. Almost immediately after this the steamer gave a lurch, and completely turned turtle, throwing all the unfortunate men on board her into the sea where they were all drowned.

It was some hours before the men in the boat and on the rafts were picked up. It was bitterly cold, the sea was still extremely rough, and at least three men died of exposure. At about four o'clock in the afternoon the captain's boat was picked up by a fishing junk, and the occupants were taken to a village called Wuchuan, where they were handed over to the police who gave them the relief they required, and then sent them on to Macao. Exactly what became of the rafts is not known, excepting that they were sighted, and the men on board were picked up by fishing junks, and landed at villages along the coast and afterwards taken to Macao. The captain came down to Hongkong on Monday night and reported to the agents.

The "Shun Shing" was carrying a crew of about 45 all Chinese, and an additional eight or ten men to look after the cattle. Of this number only thirty survive and the rest, numbering about twenty-five, were all drowned.

The "Shun Shing" had quite an eventful career. She was built for the Spanish Government as a gunboat, and fought in the Spanish American War, she was made a prize by the Americans, who afterwards sold her to the Po On Co.

DISCOURAGING SMUGGLING.

There are Chinese in America who appear to think that the police control in Hongkong is on a par with that in their native village. Pleading guilty to being in possession of a revolver and a hundred rounds of ammunition, a Chinese at the Magistracy yesterday stated that he had been in America for forty years, and when he came to Hongkong he brought the weapon with him for his own protection, as he did not know what sort of a condition the Colony was in, and what his position would be when he got here.

The Magistrate (Mr. R. E. Lindsay), remarked that smuggling had to be discouraged whether the smugglers were bona fide passengers on ships or not. Defendant would be fined \$250, with the option of three months' imprisonment.

PROSECUTED BY HIS PARENTS. SON WHO DISOWNED HIS FATHER.

He is savage to the extreme, he posters me for money; and though he is my oldest son he is bad and wicked. Once he threatened to murder me if I did not give him money; also he has claimed me as his father, and I have no use for him at all."

Such was the description given by a Chinese father of his son at the Magistracy yesterday. The father was charging the boy with the theft of \$5.5 from a cupboard in his shop, a barber's establishment at 151, Queen's Road East, on Saturday morning.

The defendant's mother went into the witness box, and endorsed in every detail her husband's description of their son. Inspector Blackman described the youth as a "bad hat." Sentence of three months' imprisonment was passed.

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EST. 1850.

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COMPLETE SHIP OUTFITS.

DECK AND ENGINE ROOM STORES.

COILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, ETC.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE McINNIS' NAUTICAL SPECIALTIES

NOTICE OF REMOVAL.

THE ANDERSON MUSIC CO., LTD.

HAVE NOW REMOVED

FROM

5, BEACONSFIELD ARCADE

TO

2, QUEEN'S BUILDING, ICE HOUSE STREET

(OPPOSITE CAFE WISEMAN)

Tel. 1332

Powell
TELEPHONE C. 3148.

SALE NOW ON

LADIES' DRESS MATERIAL

AND SHOE DEPARTMENT

SPECIAL LINE:

WOOLLEN CHEVIOT

\$2.50 & \$2.75

TWEEDS FROM 1.25

DOUBLE WIDTH

SHOES FROM 83.00

NEW ADVERTISEMENTS

ST. ANDREWS CHURCH MEN'S ASSOCIATION.

GRAND CONCERT

THE HONGKONG MALE VOICE CHOIR (Conductor—E. O. FIELDING, Esq.)

Kindly assisted by Mrs. BARRAN Miss J. J. LOWNSON Eng. Comm. HOCKEY Mr. I. A. ZULENSKY

Will be held in the Church Hall, on WEDNESDAY, FEBRUARY 7th, at 9 p.m. Tickets 50 Cents each, to be obtained from Members of the Committee. Proceeds to be given to the SEAMEN'S INSTITUTE. [330]

THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENGLOE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th inst., at 10 a.m.

No Fire Insurance has been effected by Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 5th February, 1923. [329]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, PORT SAID & STRAITS.

THE S.S. "GLENSHANE"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th Feb., 1923, at 5 p.m., will be subject to sale. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 12th Feb., 1923, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, 5th February, 1923. [333]

STRETHERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via JAPAN PORTS & SHANGHAI

THE Steamship

"DEWEY"

having arrived from above-mentioned ports, Tuesday, February 6th, 1923, Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 a.m., Friday, February 9th, 1923, by Messrs. ANDERSON & ASSNS, Marine Surveyors.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered after Feb. 12th, 1923, will be subject to sale.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRETHERS & BARRY.

Agents.

U.S.S.R. Emergency Fleet Corp.

Hongkong, 6th February, 1923. [333]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hongkong, on SATURDAY, the 24th, FEBRUARY, 1923, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The Register of shares of the Corporation will be CLOSED from Monday, 12th February, to Saturday, 24th February, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors, A. G. STEPHEN, Chief Manager.

Hongkong, 5th February, 1923. [320]

INTIMATIONS

HONGKONG FOOTBALL ASSOCIATION.

INTERPORT GAME.

HONGKONG v. SHANGHAI

SATURDAY, FEBRUARY 17th.

Club Ground, kick off at 4 p.m. sharp.

SOUTH CHINA ATHLETIC v. SHANGHAI

MONDAY, FEBRUARY 19th.

Club Ground, kick off at 4 p.m. sharp

BOTH GAMES.

ADMISSION TO STANDS:—

Covered (All Reserved) \$2.00

Uncovered (Reserved) 1.50

Unreserved 1.00

Chairs 0.50

Soldiers and Sailors in uniform half price to all the Unreserved Seats.

Booking for the Reserved Accommodation opens at MOUTRIE on the 5th. [310]

NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 17th FEBRUARY, Commemorative Day of the Republic of China, and from the 17th to 19th FEBRUARY, inclusive (Chinese New Year Holidays).

C. THORNE,

Commissioner of Chinese Customs, Kowloon and District.

3rd February, 1923. [327]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF RAPHAEL EMANUEL BELLOUS, late of Victoria, in the Colony of Hongkong, Barrister-at-Law, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897) made an Order limiting the time for sending in claims to or against the above Estate to the 28th day of FEBRUARY, 1923. Creditors and Claimants are hereby required to send their Claims to the Underwriter by the above date.

Dated this 5th day of January, 1923. DEACON, HARTON & SHEENTON, Proctors for the Administrators, 1, Des Vaux Road Central, Hongkong. [326]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF RAPHAEL AARON GUBBAY late of Victoria, Hongkong, Exchange Broker (deceased).

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897) made an order limiting the time for sending in claims to or against the above Estate to the 28th day of FEBRUARY, 1923. Creditors and Claimants are hereby required to send their Claims to the Underwriter by the above date.

Dated this 3rd day of February, 1923. DEACON, HARTON & SHEENTON, Proctors for the Executor, 1, Des Vaux Road Central, Hongkong. [325]

PROGRESSIVE SERIES OF PIANO LESSONS.

LEOPOLD GODOWSKY.

World's Greatest Living Pedagogue.

Editor-in-Chief.

THE Progressive Series of Piano Lessons is a complete text work for piano study, arranged in accordance with approved teaching principles.

It saves time and expense. It saves the drudgery of unintelligent practice. It saves needless repetition of oral instruction. It develops the intellect. It aids in memorizing.

PROF. DANENBERG IS AUTHORIZED TO TEACH THE ABOVE LESSONS.

No. 1, The Albany. Tel. 1674 308.

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, price, etc., free under cover. "Sun" Works, Beeson-square (H.F.), Calcutta (India). [105]

CHINESE GOVERNMENT RAILWAYS CANTON-KOWLOON LINE.

WITH the approval of the Ministry of Communications, TENDERS are invited by the HEAD OFFICE of the CANTON-KOWLOON RAILWAY, CHINESE SECTION, for the supply of TWO LOCOMOTIVE BOILERS. The Boilers are required to be identical and interchangeable with those of the Main Line Engines of the Railway and to fit the present frames; quotations to be C.I.F. Hongkong and delivery on to Railway Wagons at Heli's Wharf.

Specification, drawings and full particulars may be obtained upon application to the Head Office of the Railway at Canton. Applications must be accompanied by a cheque for \$1,035.00, of which \$35.00 is for cost of drawings and specification, and \$1,000.00 for deposit which will be returned upon receipt of a bona fide tender.

TENDERS, enclosed in sealed envelope clearly marked "TENDER FOR LOCOMOTIVE BOILERS" and addressed to "The Managing Director, Canton-Kowloon Railway, Chinese Section, Canton," will be received up to the 4th day of May, 1923.

This firm whose tender is accepted will be required to sign a formal Contract and to furnish a deposit or guarantee to the amount of 10 per cent. of the value of the contract for the due performance thereof.

The Railway does not bind itself to accept the lowest, or any, tender.

The Head Office, CANTON-KOWLOON RAILWAY, CANTON, 5th February, 1923. [321]

INTIMATIONS

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 27, GEORGE STREET, No. 6, CONNAUGHT ROAD, on SATURDAY, the 10th of FEBRUARY, 1923, at 11 o'clock, A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st December, 1922, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, the 1st February, 1923, until Saturday, the 10th February, 1923, both days inclusive.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 26th January, 1923. [318]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 10th FEBRUARY, 1923, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from 5th February to the 13th February (both days inclusive), during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 24th January, 1923. [370]

THE KOWLOON LAND & BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, 13th FEBRUARY, 1923, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for year ending 31st December, 1922.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, 5th February to Tuesday, 13th February, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. WORTCOCK, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Agents for THE KOWLOON LAND & BUILDING CO., LTD.

Hongkong, 29th January, 1923. [325]

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND THIRD ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 44, DES VAUX ROAD, on TUESDAY, 13th FEBRUARY, 1923, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, 29th January, to Tuesday, 13th February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary.

Hongkong, 13th January, 1923. [319]

UNION WATERBOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. DODWELL & CO., LTD., on THURSDAY, the 15th FEBRUARY, 1923, at 11.30 a.m., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 15th February, 1923, both dates inclusive.

DODWELL & CO., LTD., General Managers.

324.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., on TUESDAY, FEBRUARY 20th, 1923, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, February 8th, 1923, to TUESDAY, February 20th, 1923, both days inclusive.

By Order of the Board of Directors, E. S. BROWN, Secretary.

Hongkong, February 2nd, 1923. [314]

THE CORONET.

D OBIS KEANE

IN

ROMANCE.

KOWLOON THEATRE.

A BEGGAR IN PURPLE.

INTIMATION

Just received

Fresh shipment of

BASS' LIGHT ALE

Purple Triangle Brand

Pints & Splits

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE CENTRAL 616

BIRTHS.

FRIEDMAN.—At Shanghai, on January 31st, to Mr. and Mrs. MAX FRIEDMAN, a daughter.

HENDERSON.—At Shanghai, on January 29th, to Mr. and Mrs. A. HENDERSON, a daughter.

KENNEDY.—At Nanking, on January 29th, to Mr. and Mrs. J. KENNEDY, C. M. Customs, a daughter.

MARRIAGES.

BYRNE—OGOROFF.—At Shanghai, on January 29th, JAMES MORETON BYRNE to NATALIE R. OGOROFF.

GABBOTT—FRANKLIN.—At Shanghai, on January 30th, CECIL PARR GABBOTT, to EVEL MAX FRANKLIN, of Ilford, Essex.

DEATH.

PERPETUS.—At Shanghai, on January 31st, LEOPOLDINO MARIA, aged 49 years.

HONGKONG OFFICE: 104, DES VAUX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 5th, 1923.

THE CANTON SITUATION.

THE Government at Peking appears to have undertaken the "settlement" of affairs at Canton by making appointments in the Two Kwang Provinces and in Fukien with the object of bringing about the much-talked of unification of the country. These appointments are objected to by the Kuomintang party, and, according to the Peking cable, the Super-Tuchun, Tsao Kux, and General Wu Pzi Fu unite in urging upon the Government the appointment of nominees of their own. We are told that the Premier refuses to change the appointments he has made and threatens to resign "if his point of view is not comprehended." This represents an effort at "peaceful settlement." From a Chinese news agency we learn that Gen. Wu Pzi Fu is engaged on plans for "the restoration of peace in Kwangtung province" by military action. It is stated that General CHEN CHUNG MING is to meet, somewhere in the province of Kiangsi, General SUN CHUAN FANG (one of the Loyang War Lord's officers) and discuss with him the plan of action against the unruly troops in Kwangtung. General SUN CHUAN FANG, it appears, has been ordered by the Government to proceed to Foochow, but this has introduced another complication, for the Tuchun of Chekiang regards his territorial jurisdiction as menaced by this appointment. The Loyang War Lord is credited with

an effort to solve the difficulty by finding a post for General SUN CHUAN FANG in Kwangtung! We are consequently warranted that "further developments" are expected in the South. In the circumstances this is quite a safe prophecy. It is inconceivable that the military domination of the province of Kwangtung by mercenary troops gathered from the provinces of Kwangsi and Yunnan will be endured for long by the Cantonese. But how the province is to get rid of them we do not know. There is no information regarding the terms and conditions on which Dr. SUN YAT SEN enlisted their patriotic services, but it may confidently be assumed, that they were monetary terms, and evidently Dr. SUN counted upon their loyal support for as long as he might have need of their services. In this respect his calculations have, once more, gone woefully astray. The Commanders of these troops are no longer looking to Dr. SUN for funds; they are helping themselves from the public treasury and are evidently not prepared to hand over the Government of the City to Dr. SUN YAT SEN or anybody appointed by him. They show not the slightest regard for the municipal policies in which Dr. SUN and General CHEN CHUNG MING were equally interested. Within the past fortnight there has been a revival of gambling and the opium traffic on an extensive scale, and there is at present no clear sign of a re-establishment of governmental conditions which can breed the confidence necessary to restore trade and commerce to their normal proportions. Owing to lack of this security the through train service between Kowloon and Canton is still suspended and trade generally with the province is stagnant. No early improvement can be expected if there is any truth in the reports that General CHEN CHUNG MING expects to recapture the city with the support of Kiangsi troops, or in the other report that three army divisions are advancing on Kwangtung by different routes from the province of Fukien. There is, thus in prospect—if these reports are trustworthy—a triangular struggle for the possession of the provincial capital. Meanwhile we suppose the only function of government likely to be exercised at Canton is an effort to maintain quiet and to collect all the money that can be squeezed from a helpless people.

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CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FAILURE OF THE LAUSANNE CONFERENCE.

ISMET RECOGNISES DANGER OF SITUATION.

LAUSANNE, February 4th. Ismet Pasha, in an interview with Reuter's correspondent, emphatically declared that the failure of the Conference was due to the economic clause in the Treaty and, primarily, to the Allied demand that the Turkish Government should recognise all the contracts and concessions made by its predecessors. Ismet urged the Government's ignorance of the nature of these undertakings and expressed surprise that the Conference was wrecked on such grounds. He declared that the matter of a Judicial Regime accorded with the Allied proposals. Ismet was very earnest and seemed upset at Lord Curzon's departure, as he apparently realised that the situation is fraught with the greatest danger.

THE ALLIES' EFFORTS TO MEET THE TURKS.

LAUSANNE, February 4th. The fate of the treaty was in the balance within five minutes of the time fixed for Lord Curzon's departure. The Allies whittled down the Judicial Capitulations until they were almost unrecognizable. The greatly modified Allied proposal was that a foreign jurist should hold a watching brief in cases where foreigners were concerned, but the Turks made a counter proposal reducing their indemnity to vanishing point. The war indemnity was reduced from fifteen gold millions of Turkish pounds to twelve and other substantial concessions were ineffectually made.

EARLIER CABLES.

THE VACILLATION OF THE TURKS.

LAUSANNE, February 4th. The Turkish reply expresses the conviction that the unanimity of views between the Allies and the Turkish delegation on fundamental points is sufficient for the establishment of peace. It declares that the Turks agree to great sacrifices for the preservation of peace, and they will accept the western frontier as proposed by the Allies, and in order to testify to their goodwill they will not insist on obtaining Karagatch and the railway thence to Kuleli-Burgas and Demotika. Briefly, they renounce the frontier of 1915. The Turks renounce the policy with regard to closing the Straits and agree to their demilitarization; and surrender the claim to maintain a garrison at Gallipoli. They agree to the cotermines in the Aegean zone not being disturbed. They suggest that the future of Mosul should be decided between Great Britain and Turkey within a year.

TURKS MAKE CERTAIN RESERVATIONS.

The Turkish reply makes a reservation relative to the portion of the debt not yet divided, and agrees that Germany and Austria be not represented in the financial and economic organisations of Turkey. It takes note of the "acceptance in principle of payment of a sufficient sum to account of the reparation damages caused by Greek aggression," and finally says the fundamental questions constituting eighty per cent. of the whole treaty have been solved, and therefore there is no serious obstacle to a conclusion of peace. It proposes, consequently, the conclusion of peace, and affixing of signatures at the foot of the essential questions of which an agreement has been reached, the negotiations to continue on the part of the delegations with regard to questions remaining in suspense. The reply adds that the Turks only agree to these sacrifices on condition that peace be signed.

TURKS REFUSE TO SIGN DRAFT TREATY.

LAUSANNE, February 4th. The Turks refuse to sign the portion of the draft treaty relating to the Capitulations and to economic questions. PARIS, February 4th. The Petit Parisien understands that the Greek representatives in Paris and London have intimated that in the event of the Turks declining to renounce Karagatch, Greece will recommence hostilities. PARIS, February 4th. A message from Lausanne says Lord Curzon has agreed to postpone for an hour his departure, while M. Bompard has been charged by the heads of the Allied delegations to make a last approach to Ismet.

CONFERENCE FAILS AT LAST MOMENT.

LAUSANNE, February 4th. The Conference failed at the last minute, Ismet refusing to make any concession on the question of Judicial Capitulations. Lord Curzon and the other members of the British delegation left by the Orient express, after delaying their departure half an hour.

LAUSANNE, February 4th. Ismet Pasha declares that he does not consider the Conference has ended. He is awaiting an official communication thereon. The principal French delegate, M. Bompard, is remaining at Lausanne.

PARIS, February 4th. There is intense disappointment owing to the last-minute failure of the Conference after two and a half months of negotiations. The French, Italian and American representatives made a supreme effort to move Ismet Pasha, but found him adamant towards the terms as regards the judicial régime affording guarantees to foreigners and the economic questions. It appears that Ismet accepted Lord Curzon's offer at the final discussion that, provided the League arbitration for Mosul be retained in the treaty, the League investigation should be delayed for a year conditionally on the status quo being maintained and the vilayet not being disturbed.

[British Official Wireless Press.]

TURKS "POOR PSYCHOLOGISTS."

LEAFIELD, February 4th. Lord Curzon will arrive in London on Monday morning, having completed his final arrangements for leaving Lausanne on Sunday. By that day Ismet Pasha is to have made his decision to sign or not to sign the Peace Treaty.

In any case, Lord Curzon will depart as arranged. It is felt here that Turkey's future and hope of attaining a resettlement of the long-disturbed Near East will depend upon Ismet Pasha's decision.

Evidence of the British Government's earnest desire for peace with Turkey is afforded by the Peace Treaty itself. The concessions which it incorporates represent the extreme limit to which Lord Curzon is willing to go, and which public opinion here is prepared to sanction.

During the negotiations at Lausanne, the Turks have on several occasions shown themselves poor psychologists, but never was this more patent than in their recent extraordinary suggestion that the bodies of British overseas troops in the cotermines of Gallipoli should be dug up and removed, and in their refusal to respect their promise to remove to the Prophet's tomb in Medina the jewels transferred to Constantinople by the Turkish soldiers in 1917. The effect of the first suggestion upon the British Dominions has been very great, whilst millions of Moslems in the British Empire have regarded the refusal to return the Medina treasures with mistrust and astonishment.

Turkish recalcitrance of this kind tends to revive in Britain the memory of the Turkish behaviour at the beginning of the war, to which M. Bompard forcibly referred at Lausanne a few days ago, and also of the past Turkish behaviour towards Christian minorities. This may in part explain the tendency shown in the British Press to emphasise the fact that the concessions in the Treaty place the degree of trust in Turkey's good faith which circumstances have hitherto done little to justify.—Daily Bulletin.

[British Official Wireless Press.]

ELEVENTH-HOUR NEGOTIATIONS UNSUCCESSFUL.

LEAFIELD, February 5th. The Turkish reply to the Allied proposals as set forth in the peace treaty constituted a lengthy subject, which was considered by the Allied delegations at Lausanne this afternoon.

LATER.

The Turkish Delegates met the Allies and the points raised by the former were again discussed. These eleventh-hour negotiations proved unsuccessful, and are reported to have been terminated by the withdrawal of the Turkish Delegates from the Council Chamber after refusal to append their signatures to the Treaty.

Although the time fixed for concluding the Conference had expired, the Allies decided to give the Turks an opportunity of reconsidering their decision, which is fraught with such gravity to the Turkish people.

This offer is reported to have been unavailing.—Daily Bulletin.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

RUBBER PRODUCTION.

LEGISLATION TO BE INTRODUCED IN AMERICA.

WASHINGTON, February 4th. Mr. Hoover, Secretary of Commerce, has written a letter to Senator McCormick, endorsing the proposal to introduce legislation authorising a thorough Government investigation into the rubber-producing possibilities of tropical America and the Philippines. The foregoing is a sequel to conferences between Mr. Hoover and representatives of British producers and American manufacturers. It is stated that the British explained the situation leading up to the restriction of output and undertook, through their Association, to prevent "runaway prices" henceforth, with consequent over-production which the Americans feared would result in a loss to themselves.

LATEST CABLES.

THE RUHR POSITION.

ACCIDENTAL GUN DISCHARGE CAUSES GIRL'S DEATH.

DUESSELDORF, February 4th. A French corporal at Bilk station slipped on the steps and his gun went off. A little girl was killed and several others slightly injured. The corporal attempted to commit suicide, but his comrades prevented this. The Military Authorities sent a message of sympathy to the family, at the same time offering to defray the expenses of the funeral.

GERMAN POLICE ASSISTED BY FRENCH SOLDIERS.

ESSEN, February 4th. A French machine-gun section fired over the heads of rival Communist and Nationalist processions, which met in the station square singing party anthems. The German police had previously endeavoured to disperse the demonstrators, but the action of the French enabled them to do so without causing any casualties.

EARLIER CABLES.

GERMAN TRADE UNIONS APPEAL TO U.S. CONGRESS.

BERLIN, February 4th. Forwards publishes an appeal by the German trade unions to the American Congress, declaring on behalf of twelve million members that the trade unions are firmly convinced that America did not enter the war with the purpose of annihilating the German people, and they look to America's sense of honour to save Europe and the world from disaster.

PARIS, February 4th.

A message from Dueseldorf states that the French troops have been withdrawn from Dortmund, but the French customs officials remain. The boundary of the occupied zone continues east of Dortmund. Officially the town is still occupied. Le Journal understands that the prohibition of the export of all industrial products from the Ruhr will shortly be announced.

COAL YIELD CONTINUES TO DECREASE.

BERLIN, February 4th. A message from Offenbach, in Baden, says French cavalry entered the town at nine in the morning and occupied the railway station, post office, barracks and railway bridge. French troops also occupied the railway station at Appenweier, Baden.

PARIS, February 4th. Work in the mines in the Ruhr district continues, but the yield is diminishing and coal is being held up by closure measures and is accumulating in the sidings. It is stated that the occupation of Offenbach and Appenweier occurred in order to prevent interference with Orient. Paris-Prague expresses.

FRENCH TIGHTENING UP POLICY CONTINUES.

ESSEN, February 4th. A French official statement says: Bergmann, in the British zone, was occupied with British consent. The French in pursuance of their policy of tightening control have prohibited the import and export of coal by-products like benzol and ammonia. The attitude of the miners continues uncertain, except regarding their emphatic objection to the presence of troops in the mines. The miners' organisation, a fortnight ago obtained a seventy-seven per cent. increase in wages and is now demanding a further addition on the ground of the enormous rise in the cost of living.

LATEST CABLES.

M.C.C. V. NEW ZEALAND.

WELLINGTON, February 5th. To-day's attendance at the third and last test match was small. The weather was fine and the wicket fast. New Zealand were dismissed for 215. Blunt scored 68. Gibson captured six wickets for 33. New Zealand, in their second innings have four wickets down for 3 runs.

EARLIER CABLES.

UNPOPULAR MILITARIST.

LUDENDORFF'S HOSTILE RECEPTION IN VIENNA.

VIENNA, February 4th. General Ludendorff received a most hostile reception on his arrival at Klagenfurt to address a Nationalist meeting. Hundreds of workmen surrounded his motor-car, shouting "Murderer," "Bloodhound," "Traitor," and "German's grave-digger." The demonstrations continued until late at night.

HONOLULU TIDAL WAVE.

WAVES FIFTEEN FEET HIGH.

HONOLULU, February 4th. A message from Hilo states that several Japanese fishermen are believed to have been drowned in a tidal wave which struck Honolulu yesterday. The waves reached a height of fifteen feet, demolished several boats, and swept a cottage from its foundations.

BRITAIN'S DEBT TO U.S. WORLD'S GREATEST FINANCIAL TRANSACTION.

[British Official Wireless Press.]

LEAFIELD, February 5th.

Mr. Stanley Baldwin, Chancellor of the Exchequer, referred to the refunding negotiations in a speech at Birmingham last night, when he described the settlement as the greatest financial transaction the world has ever known. He said that when the solvency of nations is under question a great fact which makes for the stability of the world is that one country at least shall stand out and honestly say, "We are under contract to pay this enormous debt. We have honesty, courage and faith, and we will make terms." The normal effect, Mr. Baldwin added, must be felt sooner or later by those countries who have as yet made no attempt to face the problems of their debts. Whatever one may think of the political aspect of debt from the financial point of view, there could be no two opinions on the wisdom of that course. There was nothing in the national accounts which could cause a Chancellor of the Exchequer greater anxiety than to feel that he had to the debit of his accounts in his books a vast sum of money payable, and that no provision was made for the redemption of principal or the termination of the debt. We know that every year we are slowly eating into the principal as well as giving interest.

Mr. Baldwin proceeded: If the United States Congress accepted the recommendations of the Funding Commission, we shall be able to feel we have carried out with a great freedom, with the minimum of friction and least expenditure of time, the greatest financial transaction that has ever taken place in this world.—Daily Bulletin.

DEBT FUNDING COMMISSION.

[British Official Wireless Press.]

LEAFIELD, February 4th.

The New York Times commenting on the agreement relating to the funding of the British debt says to-day: "A larger aspect of the transaction is plainly felt by the mass of the people both of Great Britain and America to lie in the firm establishment of good relations between the two countries. This really high desire is the chief significance of the settlement."—Daily Bulletin.

AUSTRIA'S RECONSTRUCTION.

[British Official Wireless Press.]

LEAFIELD, February 4th.

Telegrams from Paris record the great impression which was made at yesterday's sitting of the Council of the League of Nations by the report of the Austrian reconstruction. As Earl Balfour and M. Viviani insisted, what has been achieved by the League of Nations, aided by the Austrians' resolute efforts at self-help, may be regarded as remarkable.

Earl Balfour pointed out that although much undoubtedly remained to be done, the task of internal reform undertaken by Austria had been very largely accomplished, and he faced the future with high courage and great expectations. It remained now for an indispensable external loan to be raised, which should be relatively easy, seeing that 93 per cent. of the amount needed is already guaranteed by the nations represented on the Council, and the remaining 7 per cent. is expected to be provided immediately.

The Westminster Gazette, in a leading article, declares that the fact of Austria having in four months arrested the visible depreciation of four years is a valuable lesson of how a desperate situation can be swiftly relieved when international co-operation is applied. A loan issued under such auspices ought to be a triumph for success, and this, too, is the lesson that will not be lost upon the world, whose chief difficulties are to be traced to a want of ready money. The Westminster Gazette adds significantly: "Such an operation may yet be necessary to solve a problem which is more difficult even than that of Austria."

The Daily News understands that London financial houses look very favourably on the loan proposal.—Daily Bulletin.

FOREIGN EXCHANGE MARKET.

[British Official Wireless Press.]

LEAFIELD, February 5th.

The following are the foreign exchange rates:—

Paris	72.60
New York	4.63 1/4
Brussels	87.30
Geneva	24.60
Amsterdam	11.80
Berlin	160.00
Stockholm	70.61
Milan	25.13
Copenhagen	25.18
Christians	230.000
Vienna	161
Prague	148
Helsingfors	29.60
Madrid	2.3/16
Lisbon	43
Buenos Aires	1/4-1/8
Bombay	3/6-1/4
Shanghai	2/4-1/8
Hongkong	2/0-1/8
Yokohama	30-9/16
Silver, Ready	30-7/16
Silver, Forward	30-7/16

—Daily Bulletin.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING POLITICAL APPOINTMENTS.

PREMIER REFUSES SUGGESTIONS OF MILITARY LEADERS.

PEKING, February 5th.

The Kuomintang members of Parliament are criticising the Government appointment of Lin Chung Ting as Tuli of Kwangsi, on the grounds that the appointment will hinder unification. General Tsao Kung and General Wu Pei Fu are also reported to be urging the Government to appoint Shen Hung Ying Tuli of Kwangtung and Sun Chuan Fang Tuli of Fukien.

The Premier has replied refusing the requests saying that the recent appointments were made with the object of re-unification, which will be hindered if he withdraws them and makes fresh appointments, and would also cause much trouble and confusion. The Premier adds if his viewpoint is not comprehended he would like to retire from office.

ANOTHER NEW YEAR FINANCE SUGGESTION.

PEKING, February 5th.

Semi-official reports state that the Minister of Finance, at a Cabinet meeting held on Saturday, proposed a loan of \$12,000,000 at 9 per cent., to be secured by a Peking petrol, in order to tide over the Lunar New Year.

It is reported that the Diplomatic Corps has declined a request for the deposit of portion of the Customs at Chinese banks.

OBITUARY.

PRINCE FUSHIMI SENIOR.

Tokyo, February 4th.

After the arrival of the escort from his country residence at Choshi, at his residence in Tokyo, an official announcement was issued stating that Prince Fushimi Senior had died from apoplexy. The date of the state funeral, with the period of mourning will be given out later.

The funeral of Baron Kuroki (private) will take place on Friday.

The late Prince Fushimi will be accorded a state funeral. The date has not been formally decided, but it will probably be February 14th. The Court will go into mourning for five days. All amusements have been stopped to-day and also on the day of the funeral.

A custom obtains in Japan that when a member of the Imperial Family dies away from home no public announcement is made until the body has been brought to the official residence. The House of Fushimi is the oldest of the Princely families of Japan. The Head of the House whose death is now reported, was 65 years of age. The Prince took part in the Japan-China War as a Brigade Commander, and he commanded the First Army Division at the battle of Nanshan in 1904, in the Russo-Japanese War. His Imperial Highness had travelled widely. He represented Japan at the Coronation of the Tsar Nicholas II., in 1896; he attended an Imperial Mission to the Court of St. James in 1907; attended the funeral ceremonies of the Empress Dowager and Emperor of China in 1909; and attended the funeral of the late King Edward VII. in 1900. Prince Sadanaru Fushimi is survived by his consort and two sons.]

RECREATION INJURIES.

ISSUE OF HURT CERTIFICATES TO NAVAL MEN.

In Admiralty fleet orders issued recently, it is stated that injuries received by officers and men through participation in games and other forms of physical recreation, organised by or with the approval of the naval authorities, are to be regarded as due to the service. Hurt certificates in respect of such injuries will be issued without reference to the Admiralty, providing other provisions are observed. It is not the intention that exercise in any form taken for individual pleasure should be included.

ALLIED ULTIMATUM TO LITHUANIA.

[British Official Wireless Press.]

LEAFIELD, February 5th.

The newspapers report that the Allies, through the Ambassadors' Conference in Paris, have addressed a seven days' ultimatum to the Lithuanian Government. The ultimatum expires on Friday. It demands the withdrawal from the Memel region of all armed forces.

Failing compliance with the terms of the ultimatum, the Allies state they will recall their troops and hand the matter over to the League of Nations.

It is indicated in a Note that the Allied Governments in notifying the League of the attitude of the Lithuanian Government will point out that it may result in the Allied Governments having to break off diplomatic relations with Lithuania.—Daily Bulletin.

FAILURE OF BOYCOTT IN INDIA.

INDICTMENT OF NON-CO-OPERATION.

Recent events in India have sounded the death-knell of non-co-operation and the agitation it engendered, writes the Bombay Correspondent of the Daily News. The National Congress appointed a committee to tour the country and report on the chances of success if mass civil disobedience were commenced. Civil disobedience was the final stage of Mr. Gandhi's programme, and included the refusal to pay taxes and the adoption of an attitude of passive resistance to the orders of Government by all the peoples of India. The report was a mere serious indictment of the doctrine of "non-co-operation" than has ever been drawn up by its opponents.

In unequivocal language it declared that the boycott of Government schools and law courts had been a failure, and that the country was not nearly ready for mass civil disobedience. Further, half the committee advocated ending the boycott of the Reformed Council; the other half declared for a continuance of boycott, with the result that there is a serious split in the ranks of the extremists. The party headed by Mr. C. R. Das, which desires to enter the Council, states that it does so only that it may smash them from the inside, but non-co-operators who seek election will have to face the opposition not only of the moderates, but also of their former colleagues, who wish to continue the boycott, and their chances of success at the polls are not so rosy as they themselves imagine.

The other branch of Indian agitation, headed by the Central Khilafat Committee, which has formed part of the non-co-operation movement, is likewise under a cloud. Ever since the news reached India that the National Assembly at Ankara intended seriously to curtail the temporal powers of the Sultan, Indian Moslems have been in a pitiful state of indecision, not knowing where to turn for guidance. Extremist leaders have for the last two years been telling them that the British Government was the enemy of the Sultan, and that the followers of Mustapha Kemal were his true friends. The large concessions made to the Turks showed Indian Moslems that the British Government was not the enemy of Islam it had been made out to be, whilst the contempt shown by Ankara for the Sultan has completely bewildered them.

India's many races have shown themselves to be apathetic towards non-co-operation, and so far there is every reason to hope for a continuance of the political quiet which the country has experienced since the incarceration of Mr. Gandhi. The unrest in the Punjab caused by the Akali Sikhs concerns the possession of certain shrines and the affair is purely sectarian. Elsewhere riots are sporadic and of a nature common to the country.

There is always agitation of some kind in progress in India, and it may sound rash to express the belief that in the immediate future agitation will be less virulent and less harmful in its effects, yet that is the opinion of many competent observers.

It is more than a coincidence that the failure of non-co-operation has synchronised with the increasing success of the Reformed Councils. The franchise on which members are elected is very limited, and the Councils are hedged about with restrictions which prevent them from being fully democratic. But their prestige is steadily growing, and thoughtful Indians are beginning to understand that in the Councils they have the foundation of democratic institutions. It only remains to be said that the people of England must not be surprised if the pace at which India is moving towards self-government is occasionally hastened.

\$2,000 DAMAGES FOR A GUEST.

REMARKABLE SEQUEL TO MOTOR ACCIDENT.

Heavy damages were awarded in the King's Bench Division in the action brought by two guests who were injured in a motor accident. The defendants were Mr. Eric Bransby Williams and Miss Ida Constance Bransby Williams, son and daughter of the Dickens' character impersonator. The son was sued only as owner of the car, and in his case the judgment was in his favour, with costs.

The plaintiffs were Miss Elsie May Hawes and Miss Edith Florence Butler, of Streatham, and Mr. J. G. F. Butler, father of Miss Butler, who had paid the expenses—£725—involved by their injuries. The car was being driven by Miss Williams when the accident occurred, her companions being her mother and Miss Hawes and Miss Butler.

SPREAD OF THE CAR.

It was asserted that the car was being driven at between 30 and 40 miles an hour when it struck a row that was crossing the road, and was overturned, the pig being killed.

The jury who, with Mr. Justice MacCardie, heard the case, found that Miss Ida Williams was guilty of negligence, but that she was not the agent or servant of her brother. They assessed damages as follows:—Miss Butler, £200; Miss Hawes (who, it was said would "never be the same again"), £2,000.

His Lordship entered judgments for plaintiff against Miss Ida Williams for the sums mentioned and for £700 to Mr. Butler.

Judgment was entered for Mr. Eric Bransby Williams, with costs.

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On MONDAY, 12th.
"TRIAL BY JURY."
AND
H.M.S. "PINAFORE."

On TUESDAY, 13th.
"THE PIRATES OF PENZANCE."

On WEDNESDAY, 14th & THURSDAY, 15th.
"THE YEOMAN OF THE GUARD."

On FRIDAY, 16th.
"TOLANTEE."

On SATURDAY, 17th.
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H.M.S. "PINAFORE."

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THURSDAY, 22nd.
"PATIENCE"

FRIDAY, 23rd.
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DANGERS OF BIRTH CONTROL

PROFESSOR AND RACE-SUICIDE.

Dr. Louise Mellroy, professor of obstetrics and gynaecology at the University of London, delivered the inaugural address of the session to the York Medical Society recently. Dealing with the question of birth control, she complained that psycho-analysis had attracted communal charlatans, who used "methods of the muck-rake to sex," and frequently suggested sex to patients in cases where there were no questions of sex at all. If they studied history they found that the downfall of Greece and Rome was due to the practice of race-suicide, and if that practice obtained headway here, it would mean the downfall of our Empire. Our greatness was built on home and home surroundings, and it was regrettable that, with higher education, women were going more and more from the home, and the homes were beginning to die. We must (Dr. Mellroy urged) be alive to these dangers, and it was up to educated women to stem the tide of race-suicide. (Cheers.) By employing birth-control methods, she asserted they would make venereal disease more prevalent, increase prostitution, and turn women in the home more or less into the line of prostitution, making them slaves of the husband more than ever. The word "control" was used with the measures for preventing conception there was no advice as to "control." Instead, they pointed to the delights of married life, which could not be confined to the married, but must spread to ranks of frail human nature outside. These control methods means self-deception, brought controversy into the home, and would bring disharmony into marriage, and that often meant infidelity and the divorce court. (Cheers.) She had never yet met an obstetrician, or gynaecologist, who advocated it, for they knew how harmful were the results. Its supporters in the profession were among physicians and medical officers of health, who might favour it for economic reasons. The remedy was to teach the young community what life and marriage really meant, and they must insist that sex union was not a physiological necessity to the male—the most degrading doctrine women ever accepted. If they got that out of their heads they would have done a great deal for the moral education of the race. (Cheers.)

HORRIBLE EXAMPLE

Orville Wright, at a dinner in Dayton, was reproached for not taking up the challenge of the Smithsonian Institute that it was Langley, not the Wrights, who was the first to fly. "The trouble with you, Orville," said a banker, "is that you are too taciturn. You don't assert yourself enough. You should presagitate more." "My dear friend," Orville Wright answered, "the best talker and the worst flyer among the birds is the parrot."

SHORTS FROM THE COURTS.

Question at Ealing Police Court: Have you anybody to speak for you?—Man: Yes, my wife. She will speak more pleasantly here for me than she does at home.

Solicitor in Bow County Court: A simple solution is for the woman to go back to her husband. Wife, with uplifted hands: Never while the sky is left for a roof.

Man fined at Ealing Police Court: My wife will not like that. It means that her Sunday dinner has gone.

SQUARE-TOED GLASGOW.

Observant visitors to Glasgow cannot help notice the prevailing fashion for men of square-toed boots and shoes of an extreme pattern. The style is so pronounced that manufacturers are actually making special designs for the Glasgow market. Travellers from the North with a Scottish accent and "square toes" may now be safely reckoned as Glaswegians without recourse to the older test, as to whether they carry a cock-screw or not. The dictionary defines "square toes" as a precise old-fashioned person. It would be interesting to know if the new M.P.s from Glasgow follow the fashion and accept the definition as applying to themselves. It is a curious fact that sculptors almost always represent persons as wearing square-toed shoes.

FACE A SIGHT WITH PIMPLES

Nearly Two Years. Could Not Sleep. Cuticura Heals.

"For nearly two years I had been troubled with pimples that were scattered all over my face and the back of my neck. They came to a head and formed sore eruptions which steadily kept growing worse. At times I could not sleep on account of the irritation, and my face was a sight. Seeing an advertisement for Cuticura Soap and Ointment I sent for a free sample. I purchased more, and after using three cakes of Soap and three boxes of Ointment I was healed." (Signed) Mrs. E. Walker, 69, Doldge Rd., Erdington, Birm., Eng. Use Cuticura for all toilet purposes. Soap 1s. Ointment 1s. 3d. and 2s. 6d. Sold everywhere. Write for free sample to Cuticura, 1111 Broadway, New York, U.S.A. Soap—Cuticura Soap shaves without razor.

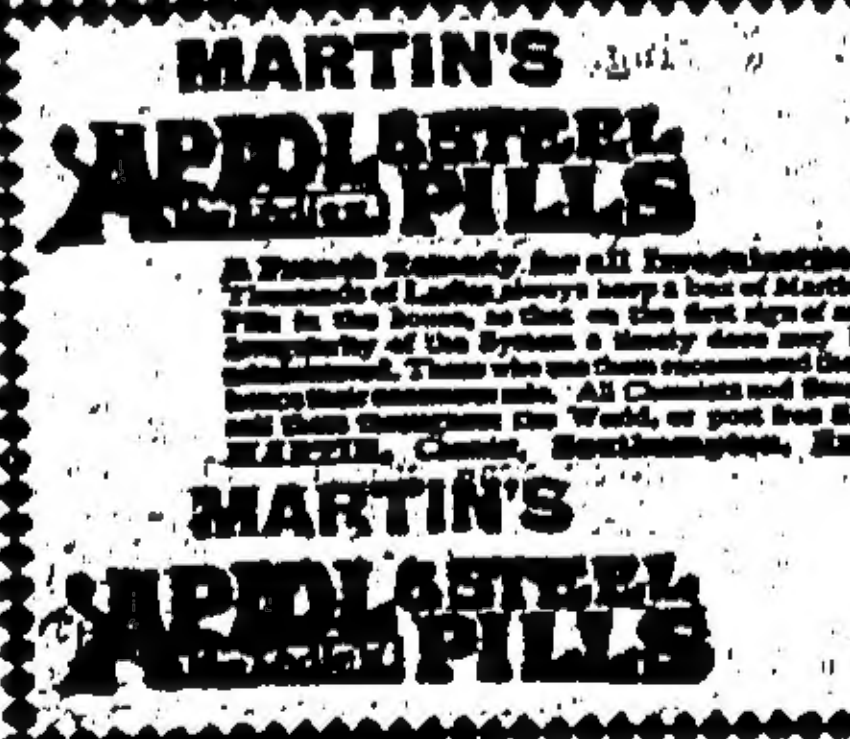
16-23

Consider Your Health.

When you consider how much depends upon it, what can be more important to you than the state of your health? If you are troubled with bad or indigestion health your capacities for work or pleasure are affected. Thousands of people know by old experience that

Beecham's Pills

are a blessing in the household and exercise a most beneficial effect in cases of:
Torpid Liver,
Biliousness,
Sick-Headache,
Indigestion,
Loss of Appetite,
Constipation,
and other disturbing forms of stomach or dyspeptic trouble.
Beecham's Pills are good pills for men, women and child. It taken according to directions. They are pre-eminently a family medicine—a remedy to have at hand in readiness for every occasion where need arises. They have the largest sale of any Proprietary Medicine in the World, and have earned the reputation of being "Worth a Guinea a Box."



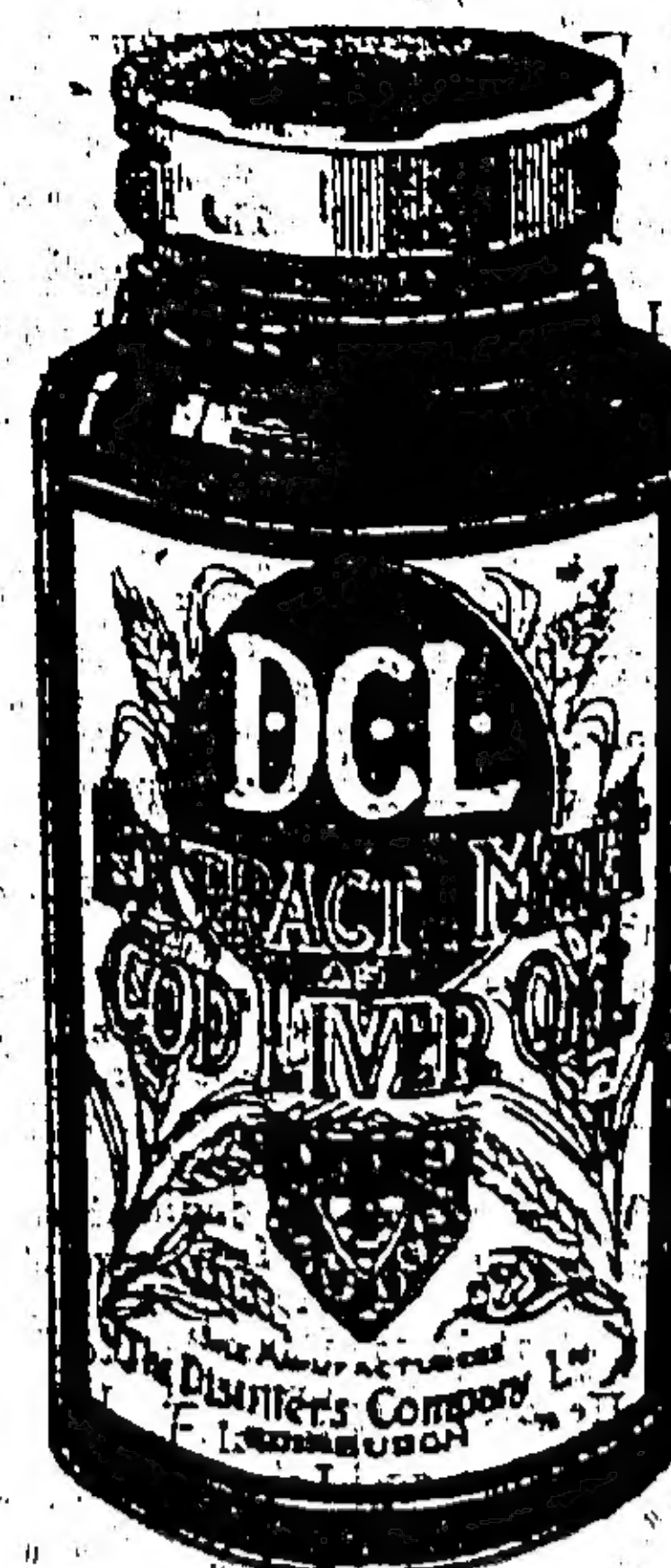
Just Arrived.

D.C.L.

Malt Extract

with

Cod Liver Oil.



As a Nourishing
and Nerve Building
Tonic it is
Invaluable.

PRICES:—

PER 2 lb. JAR \$1.80

PER 1 lb. JAR \$1.00

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE & SPIRIT MERCHANTS,

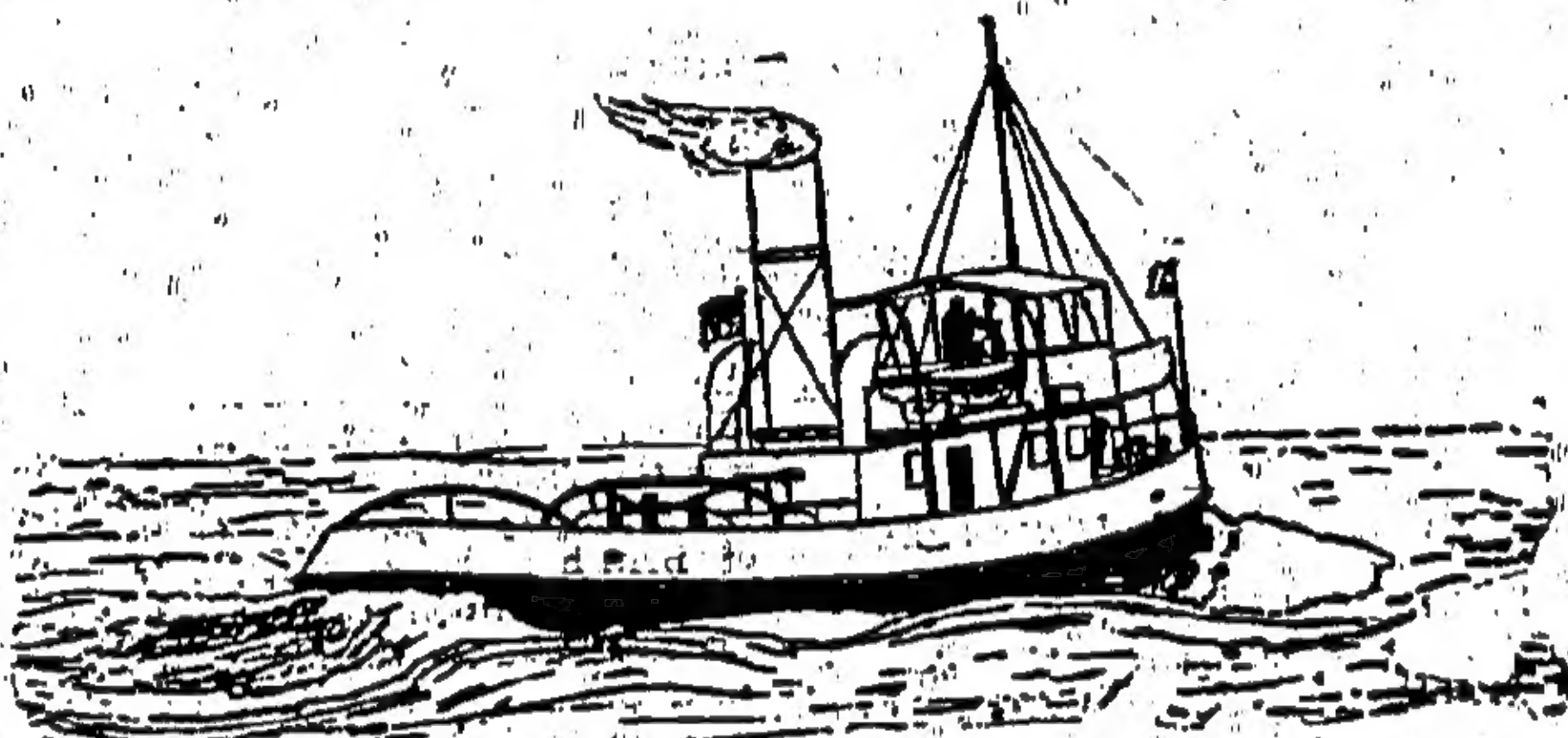
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W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



OLD-PIPED STEAM BOAT "JASON" BUILT BY W. S. BAILEY & CO., LTD.
Boiler Makers, Founders and Constructional Engineers and Repairers.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

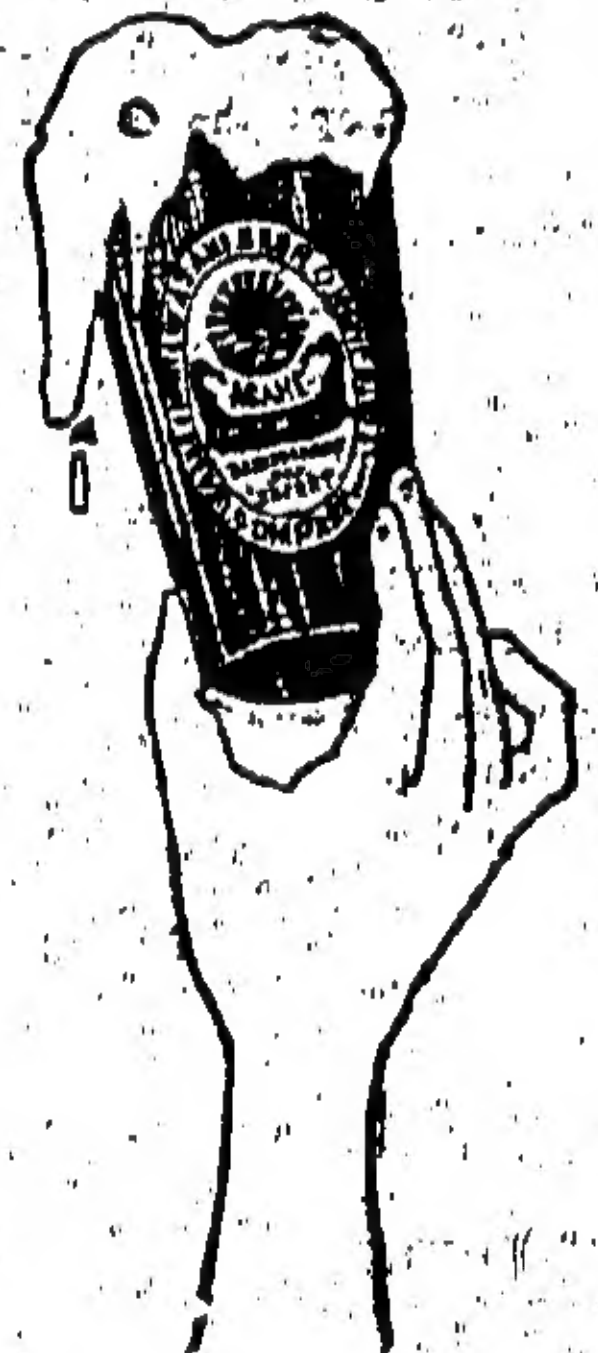
LIMITED.

TOKYO, JAPAN

SOLE AGENT

MITSUI BUSSAN KAISHA LTD.

HONGKONG.



An exquisite brand
giving real satisfaction.

Distilled and Bottled in Scotland by
PETER DAWSON, Ltd., GLASGOW.

Sole Distributing Agents for Hongkong and South China—Messrs. H. BROWN & SONS, 10, Queen's Road Central, Hongkong.



SHIPPING NEWS

ARRIVALS.

February 4th.

Glenthams, British str., 6,412 tons, Capt. W. E. Roberts, from London, with a general cargo.—J.M. & Co.

Linan, British str., 1,356 tons, Capt. Blackburn, from Hoihow, with a general cargo.—B. & S.

President Jackson, American str., 3,377 tons, Capt. John Griffith, from Seattle, with a general cargo.—Admiral Oriental Line.

President Wilson, American str., 14,127 tons, Capt. Henry Nelson, from San Francisco, with a general cargo.—Pacific Mail S.S. Co.

Robert Dollar, British str., 6,701 tons, Capt. John Kerr, from Shanghai, with a general cargo.—Robert Dollar & Co.

February 5th.

Engle, British str., 3,425 tons, Capt. A. McCorquodale, from London, with a general cargo.—Gibb, Livingston & Co.

Cordillere, French str., 3,024 tons, Capt. Poggi, from Shanghai, with a general cargo.—Messageries Maritimes.

Derwent, British str., 1,047 tons, Capt. C. W. Shearer, from Saigon, with rice.—Cheong Yee S.S. Co.

Eastern, British str., 2,273 tons, Capt. J. Laing, from Manila, with a general cargo.—MacKinnon, Mackenzie & Co.

Haiphong, British str., from Canton.

Herman, Norwegian str., 1,183 tons, Capt. Th. Davidson, from Swatow.—Scot Sea & Co.

Hopman, British str., from Canton.

Hughes, British str., 1,255 tons, Capt. D. Williams, from Weihaiwei, with a general cargo.—B. & S.

Kunming, Chinese str., 1,468 tons, Capt. C. Stewart, from Shanghai, with a general cargo.—C.M.S.N. & Co.

Lyons, Norwegian str., from Canton.

Ryusei Maru, Japanese str., 1,510 tons, Capt. G. Kawasaki, from Bangkok, with rice.—Sato & Co.

Saichou, Chinese str., from Canton.

Satan, British str., 1,421 tons, Capt. D. Thomas, from Singapore, with a general cargo.—Kuen Seng.

Sunning, British str., 1,570 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.

Sunghien Maru, Japanese str., 1,503 tons, Capt. G. Kawasaki, from Shanghai, with a general cargo.—N.Y.K.

Szechuen, British str., from Canton.

Takung, British str., from Canton.

Takung, British str., 1,340 tons, Capt. W. Anderson, from Saigon, with rice and general cargo.—Wo Fat Shing.

Togo Maru, Japanese str., 2,280 tons, Capt. J. Mikami, from Hongkong, with coal.—M.B.K.

Unai Maru, Japanese str., 1,968 tons, Capt. T. Okumura, from Karatsu, with coal.—Sato & Co.

Wago Maru, Japanese str., 2,222 tons, Capt. H. Ishida, from Chinwangtao, with coal.—Doddwell & Co.

Yeiun Maru, Japanese str., 1,287 tons, Capt. T. Kaneko, from Dairen, with a general cargo.—M.B.K.

Yuenan, British str., 1,124 tons, Capt. S. O. Mitford, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

February 4th.

Ajus, for Los Angeles.

Emil Kirdorf, for Singapore.

Pauler, for Manila.

Taito Maru, for Amoy.

Takoku Maru, for Shanghai.

February 5th.

Chenon, for Haiphong.

China, for Shanghai.

Cordillere, for Haiphong.

Cyclone, for Singapore.

Electric, for Shanghai.

Georgi, for Swatow.

Glenthams, for Saigon.

Hopman, for Canton.

Hungang, for Swatow.

Hutchins, for Canton.

Huyphen, for Swatow.

Indo Maru, for Singapore.

Kalgan, for Swatow.

Kaiyo Maru, for Swatow.

Kunming, for Canton.

Protestant, for Dalay.

Robert Dollar, for Manila.

Saichou, for Canton.

Sunghien Maru, for Canton.

Sunning, for Canton.

Van Vollenhaven, for Hoihow.

Tue Ying We, for Haiphong.

PASSENGERS.

ARRIVALS.

Per s.s. Glenthams, on February 4th: Mr. C. E. Collings.

VESSELS EXPECTED.

Agamemnon (Blue Funnel), due Feb. 31st.

Autolycus (Blue Funnel), due Feb. 8th.

Bellerophon (Blue Funnel), due Mar. 27th.

Bengal Maru (N.Y.K.), due Feb. 15th.

Bolton Castle (Doddwell-Castle Line), due February 18th.

City of Simla (Bank Line, Ltd.), due Feb. 13th.

Devotion (Blue Funnel), due March 10th.

Empress of Australia, due Feb. 8th, 2 p.m.

Eurybatas (Blue Funnel), due Feb. 24th.

Genoa Maru (N.Y.K.), due Feb. 8th.

Helene (Blue Funnel), due to-day.

Muncaster (Doddwell-Castle Line), due March 17th.

President Lincoln (Pacific Mail), due Feb. 24th.

Print (Blue Funnel), due March 2nd.

Rangoon Maru (N.Y.K.), due Feb. 9th.

Tango Maru (N.Y.K.), due Feb. 14th.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Della* left Shanghai for this port on February 3rd, at noon, and is due here to-day, at 8 a.m.

The P. & O. Co.'s s.s. *Nellore* left Shanghai for this port on February 3rd, at noon, and is due here to-day, about 7 a.m.

The P. & O. Co.'s s.s. *Lahore* left Singapore for this port on January 31st, and is due here to-day, about noon.

The P. & O. Co.'s s.s. *Kashmir* left Singapore, with the outward English mails, and is due here on Saturday, February 10th, at noon.

The R.M.S. *Empress of Australia* left Kobe on Saturday, February 3rd, at 5 p.m., and is due at Shanghai on Tuesday, February 6th, at 3 a.m.

The R.M.S. *Empress of Canada*, Capt. A. J. Hasley, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Wooing), Kobe and Yokohama on Saturday, February 10th, at noon.

The R.M.S. *Empress of Asia* left Yokohama on February 3rd, and is due at Vancouver on February 12th.

The M.M. s.s. *Azay Le Rideau*, which sailed from Marseilles on January 12th, will arrive Saigon on February 10th, and is expected to arrive here via Haiphong on February 17th.

The N.Y.K. s.s. *Rangoon Maru* (Bombay line) left Moji for Hongkong on February 4th, and is expected here on February 9th.

The s.s. *Sophie Rickmers* (Rickmers line) left Sabang on February 5th, and is expected to arrive here from Hamburg and Antwerp on or about February 12th.

The s.s. *Agapenor* (Blue Funnel) arrived at New York on February 3rd.

LIFE SAVING DEVICES.

NOVELTIES ON THE "AVON."

On the liner *Avon*, Southampton for Buenos Ayres, are certain new life-saving devices which have not yet been installed on any other liner. These fixtures were tested in port and found to be extremely effective. In the first place signs to the number of 25 have been placed on the decks of the liner, each indicating the location of the boat stations. These signs are extremely ingenious, for they show quite as effectively at nighttime as in daylight, without the addition of any light to illuminate them. This effect has been obtained by a series of prisms, which reflect stray rays of light, including sea phosphorescence. Another notable innovation has been the fitting throughout the ship of electric gongs manipulated from the bridge. Twenty of these have been installed in various portions of the passenger accommodation, while the remainder have been installed in the crew's quarters. These alarms, which will be utilized for announcing preliminary boat drills when the vessel leaves the port, and also for the purpose of giving alarm in cases of disaster, possess many advantages over other warning signals, inasmuch that the noise they make when put into operation is unlike any other sound which might be met with at sea. As previously stated, they are automatically worked from the bridge, and when once set, sounding they continue to ring until stopped from the bridge. The company has also placed a notice, printed in English, French and Spanish, in the cabins of all the passengers calling attention to the boat stations and giving instructions as to action to be taken in case of emergency.

THE CHRISTMAS GALE IN THE ATLANTIC.

Describing the Christmas gale in the Atlantic, the Captain of the steamer *Tudor Star*, on arrival in Glasgow, said that the decks were swept of everything movable. The carpenter fractured his thigh in endeavouring to repair the steering gear. The ship wireless communicated with eighteen other ships within a radius of eighty miles. All suffered very severely in the gale. The steamer *Hawton*, from Baltimore to Germany, which arrived at Plymouth damaged by the storm, reported that a Manchester passenger, travelling with his wife and children, was hurled to the deck in the storm and fractured his skull. He died. A salvage steamer belonging to the naval station at Kiel foundered off the Danish coast and the crew of twelve were drowned.

S.S. "ANGERS."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be counter-signed by the Underwriter. Goods remaining unclaimed after the 9th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th inst., or they will not be recognized. All damaged packages will be examined on Friday, the 9th inst., at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

H. RODENFUSER, Acting Agent.

Hongkong, 3rd February, 1933.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Tsuyama Maru	Jap.	Nippon Yusen Kaisha	On 14th Feb.
NEW YORK & BOSTON	Princess Line	Brit.	The Bank Line, Limited	On 10th Feb.
BOSTON & NEW YORK via SUEZ	City of Baghdad	Brit.	Struthers & Barry	On 15th Feb.
SAN FRANCISCO via SHANGHAI & HONGKONG	West Ivan	Am.	Pacific Mail S.S. Co.	On 23rd Feb.
SAN FRANCISCO via SHANGHAI & HONGKONG	President Lincoln	Am.	Pacific Mail S.S. Co.	On 23rd Feb.
VICTORIA & VANCOUVER via SHANGHAI & HONGKONG	Empress Canada	Brit.	Canadian Pacific O. & Ltd.	About 10th Feb.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & HONGKONG	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 7th Feb., 11 a.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & HONGKONG	Moscow	Brit.	Butterfield & Swire	On 7th Feb.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & HONGKONG	Achilles	Brit.	Canadian Pacific O. & Ltd.	On 32nd Feb.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & HONGKONG	Empress Russia	Brit.	P. & O. B. I. & A. L.	On 7th Feb., 11 a.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & HONGKONG	Nellore	Brit.	Messageries Maritimes	About 13th Feb.
MARSEILLES, LONDON & ANTWERP	Angora	Brit.	Nippon Yusen Kaisha	On 14th Feb.
MARSEILLES, LONDON & ANTWERP	Astrak Maru	Brit.	The Bank Line, Ltd.	On 14th Feb.
MARSEILLES, LONDON & ANTWERP	City of York	Brit.	Butterfield & Swire	On 14th Feb.
MARSEILLES, LONDON & ANTWERP	Peleus	Brit.	Butterfield & Swire	On 14th Feb.
MARSEILLES, LONDON & ANTWERP	Telemachus	Brit.	Butterfield & Swire	On 14th Feb.
MARSEILLES, LONDON & ANTWERP	Argus Maru	Jap.	Ozaka Shosen Kaisha	On 15th Feb.
MARSEILLES, LONDON & ANTWERP	Glensanda	Brit.	Jardine, Matheson & Co., Ltd.	On 25th Feb.
MARSEILLES, LONDON & ANTWERP	Schloky	Dut.	Java-China-Japan-Lijn	About 2nd half of Feb.
MARSEILLES, LONDON & ANTWERP	Londenoff	Brit.	P. & O. B. I. & A. L.	On 7th March.
MARSEILLES, LONDON & ANTWERP	Rangoon Maru	Jap.	Nippon Yusen Kaisha	On 10th Feb.
MARSEILLES, LONDON & ANTWERP	Fookang	Dut.	Jardine, Matheson & Co., Ltd.	On 6th Feb., at 3 p.m.
MARSEILLES, LONDON & ANTWERP	Overstrater	Dut.	Java-China-Japan-Lijn	On 21st Feb.
MARSEILLES, LONDON & ANTWERP	Persia	Brit.	Doddwell & Co., Ltd.	On 26th Feb.
MARSEILLES, LONDON & ANTWERP	Yunnan	Brit.	Yamashita Kisen Kaisha	On 15th Feb., at 10 a.m.
MARSEILLES, LONDON & ANTWERP	Hosang	Brit.	Jardine, Matheson & Co., Ltd.	About 13th Feb.
MARSEILLES, LONDON & ANTWERP	Suwa Maru	Jap.	Nippon Yusen Kaisha	On 14th Feb.
MARSEILLES, LONDON & ANTWERP	Kashmir	Brit.	P. & O. B. I. & A. L.	On 10th Feb.
MARSEILLES, LONDON & ANTWERP	Shinkang	Brit.	Butterfield & Swire	On 10th Feb., at D.L.
MARSEILLES, LONDON & ANTWERP	Persia	Brit.	Doddwell & Co., Ltd.	About 8th Feb.
MARSEILLES, LONDON & ANTWERP	Tjikini	Dut.	Java-China-Japan-Lijn	About 12th Feb.
MARSEILLES, LONDON & ANTWERP	Amazon Maru	Jap.	Ozaka Shosen Kaisha	On 25th March.
MARSEILLES, LONDON & ANTWERP	Namang	Jap.	Jardine, Matheson & Co., Ltd.	On 14th Feb., at Noon.
MARSEILLES, LONDON & ANTWERP	Tjikini	Dut.	Java-China-Japan-Lijn	About 7th Feb.
MARSEILLES, LONDON & ANTWERP	Borneo Maru	Jap.	Ozaka Shosen Kaisha	On 25th Feb.
MARSEILLES, LONDON & ANTWERP	Kwangsing	Brit.	Jardine, Matheson & Co., Ltd.	On 12th Feb., at 10 a.m.
MARSEILLES, LONDON & ANTWERP	Kwangtung	Brit.	Butterfield & Swire	On 6th Feb., at 10 a.m.
MARSEILLES, LONDON & ANTWERP	Halobang	Brit.	Douglas Lapraik & Co.	On 12th Feb., at 4 p.m.
MARSEILLES, LONDON & ANTWERP	Haifong	Brit.	Jardine, Matheson & Co., Ltd.	On 9th Feb., at 12 Noon.
MARSEILLES, LONDON & ANTWERP	Yuenan	Brit.	Pacific Mail S.S. Co.	On 9th Feb., at 3 p.m.
MARSEILLES, LONDON & ANTWERP	President Lincoln	Brit.	Struthers & Barry	On 25th Feb.
MARSEILLES, LONDON & ANTWERP	Dewey	Am.	Struthers & Barry	On 8th Feb.

WEATHER REPORT.

Feb. 6th at 11 22—Pressure has increased moderately over Japan and slightly over Weihaiwei to Shanghai. It is nearly stationary in southern districts.

The anticyclone remains stationary over N. China and S.E. Mongolia.

A depression is shown to N.E. of Japan.

Fresh to strong monsoon may be expected along the S. and S.W. coast of China and moderate monsoon over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 6th Feb., 0.00 inch. Total since January 1st, 0.13 inches, against an average of 1.77 inches.

The force of the 24 hours ending at noon 4th Feb., is as follows:—

Distance Forecast

Hongkong to G.P. Rock { N.E. winds, fresh; fine to cloudy.

Formosa Channel { N.E. winds, strong.

South coast of China between { The same as Hongkong and Hainan No. 1.

South coast of China between { The same as Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 5th

	Previous On Date On	Day	at 5 p.m.	6 a.m.	9 p.m.
Barometer	29.98	30.01	29.96		
Temperature	61	67	61		
Humidity	58	61	73		
Wind Direction	E	E	ESE		
Force	4	6	3		
Rain	0.00	0.00	0.00		

Highest open-air Temperature on 4th ... 64

Lowest open-air Temperature on 5th ... 57

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1932

With Index. Price \$7.50.

On sale at the Hongkong Daily Press



Reduced Fares to Europe First-Class

£120 Connecting with Canadian Pacific Atlantic Empresses.

£112 Connecting with Monoclass Cabin Atlantic Steamers.

Second-Class

£82 Connecting with Monoclass Cabin Atlantic Steamers.

£80 Connecting with Canadian Pacific Atlantic Empresses.

New Canadian Pacific Monoclass Cabin Atlantic Service.

MONT LAURIE 17,100 tons gross. MONTROSE 16,400 tons gross.

MONTCALM 16,400 tons gross. MONTCLARE 16,400 tons gross.

If desired, passengers may be routed via any Atlantic Port

CANADIAN PACIFIC

TELEPHONE 792 HONGKONG OFFICE. CABLES: GACANPAC

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

s.s. "BOLTON CASTLE" ... sailing on or about 13th March

s.s. "MUNCASTER CASTLE" ... beginning of April.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORT

Fiume, having been re-opened for traffic, cargo is also accepted for this port, on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

s.s. "PERSIA" ... sailing on or about 26th February.

s.s. "TRIESTE" ... end of March

FOR SHANGHAI

s.s. "PERSIA" ... sailing on or about 8th February.

s.s. "TRIESTE" ... beginning March.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

s.s. "UMSINGA" ... sailing about 10th February.

s.s. "UMZUMBI" ... end of March.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO. LIMITED, Agents.

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N. Y. K.

SAILING TIMES TO ALTERNATE

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KAGA MARU ... Wednesday, 7th Feb., at 11 a.m.

IYO MARU ... Thursday, 1st Mar., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

ATSUTA MARU ... Wednesday, 14th Feb.

KASHIMA MARU ... Wednesday, 28th Feb.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU (calling Dunkirk) ... Wednesday, 14th Feb.

LIVERPOOL via MARSEILLES & VALENCIA.

DELAGOA MARU ... Thursday, 8th Feb.

YDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Wednesday, 14th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 31st Mar.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU ... Thursday, 15th Feb.

BURNS AIBES via Singapore, D. Lagoa Bay, Durban & Cape Town.

KANAGAWA MARU ... Friday, 13th April.

BOMBAY via Singapore and Colombo.

BANGKOK MARU ... Saturday, 10th Feb.

WAKASA MARU ... Monday, 26th Feb., Tuesday, 27th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

TATEISHI MARU ... Wednesday, 21st Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.

GENOA MARU (calling Moji) ... Tuesday, 6th Feb., Wednesday, 7th Feb.

SUWA MARU ... Wednesday, 14th Feb.

FUSHIMI MARU ... Wednesday, 27th Feb.

For further information apply to—NIPPON YUSEN KAISHA

T. Ipphons: Central Nos. 292 & 293. K. H. KAMEI, Manager.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICES

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office: No. 27, Bonham Street, West. Tel. Central No. 155.

Top Floor, King's Building. Tel. Central No. 140.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

There is no more effective medicine than this. It purifies the blood and restores the vitality of the system. It is the only medicine that can cure all diseases of the blood and the system.

It is the only medicine that can cure all diseases of the blood and the system.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO, BLOOD AND NERVE FOOD.

English Price 1/6 (other countries). The VETARZO BLOOD MEDICINE Co., Limited, 27, Bonham Street, West, London, W.1. Unprincipled vendors may try to sell cheap imitations of VETARZO BLOOD MEDICINE. Be sure you are getting the genuine VETARZO BLOOD MEDICINE. On Government Stamp. Sold by LEADING CHEMISTS.

"ELLERMAN LINE"

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

CITY OF SIMLA ... 13th Feb. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

CITY OF YORK ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

CITY OF SIMLA ... 13th Feb. ... Shanghai, Kobe & Yokohama.
 CITY OF YORK ... 14th Feb. ... Marseilles, London & Hamburg.
 CITY OF SIMLA ... 24th March ... Marseilles, London & Hamburg.
 CITY OF POONA ... 2nd half April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

REISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. Central 7807)

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

CITY OF BAGDAD ... via Suez Canal ... 13th February.
 HYSON ... via Suez Canal ... 25th February.
 CITY OF NORWICH ... via Suez Canal ... 28th March.
 AGAMEMNON ... via Suez Canal ... 15th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG.

HONGKONG AND CANTON. REISS & CO., CANTON.

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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hk'g. and Sailing for Shanghai and Japan	Probable Sailing from Hongkong for Marseilles
ANGKOR	13th Feb.
ANGERS	18th Feb.
AZAY LE RIDEAU ...	12th Jan.	17th Feb.	20th March
PORTHOS ...	20th Jan.	2nd March	3rd April
ARMAND BEHIC ...	9th Feb.	15th March	17th April

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... \$150.00. B CLASS (1st Class) ... \$110.00. C CLASS (2nd) ... \$80.00.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

C. PIERRE LECOQ, 2nd part Feb. for HAVRE, ANTWERP & DUNKIRK.

Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 8 or 10 Days)

HAIPHONG ... Capt. J.S. Thomson ... Tuesday, 6th Feb., at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Friday, 9th Feb., at 12 Noon.
 HAIPHONG ... Capt. W. O. Passmore ... Tuesday, 13th Feb., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

[3]

**JAPAN COAL**

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

BRITAIN, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NELLORE"	8,885	7th Feb. 11 a.m.	Marseilles, London & Antwerp.
"DELTA"	8,000	7th Feb. 4 p.m.	Mars, Ligon, Awerp, & Eiam.
"RHIVA"	9,000	21st Feb.	Mars, Ligon, Awerp, & Eiam.
"SICILIA"	9,000	27th Feb.	Singapore, Colombo & Bombay.
"BANCA"	6,000	6th Mar.	Singapore, Colombo & Bombay.
"MOREA"	11,000	7th Mar.	Bombay, Mars, Ligon, & Awerp.
"LAHORE"	5,252	18th Mar.	Singapore & Bombay.
"COUDAN"	6,700	18th Mar.	Singapore, Colombo & Bombay.
"KASHMIR"	8,800	21st Mar.	Marseilles, London & Antwerp.
"ALIPORA"	5,273	22nd Mar.	Singapore & Bombay.
"DONGOLA"	8,800	4th Apr.	Marseilles, London & Antwerp.
"SICILIA"	9,000	21st Apr.	Singapore, Colombo & Bombay.
"NANKIN"	7,000	18th Apr.	Marseilles, London & Antwerp.
"KASHMIR"	9,000	2nd May	do.
"NYANZAR"	7,000	16th May	do.
"NOVARA"	6,850	30th May	do.
"DELTA"	8,097	18th June	do.
"MAY"	10,941	27th June	do.
"DEVANHA"	8,097	11th July	do.
"DEVANHA"	8,097	25th July	do.

Will Call at Hamburg if sufficient inducement offers.

BRITISH INDIA - APCAR. SAILINGS

"TAFADA"	7,000	8th Feb.	Singapore, Penang & Calcutta.
"TORILLA"	8,200	22nd Feb.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	3rd Mar.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne).
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"BANCA"	6,000	6th Feb. 3 p.m.	Kobe.
"EASTERN"	4,000	6th Feb. 4 p.m.	Moji, Kobe & Yokohama.
"LAHORE"	5,252	8th Feb.	Shanghai, Moji, Kobe & Yoko.
"KASHMIR"	8,800	10th Feb.	do.
"SICILIA"	9,000	16th Feb.	Shanghai.

All dates are provisional and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must inform their own Hotel expenses at Singapore while await in the carrying steamer.

First Saloon Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the ships of their P. & O. Line to Singapore or Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

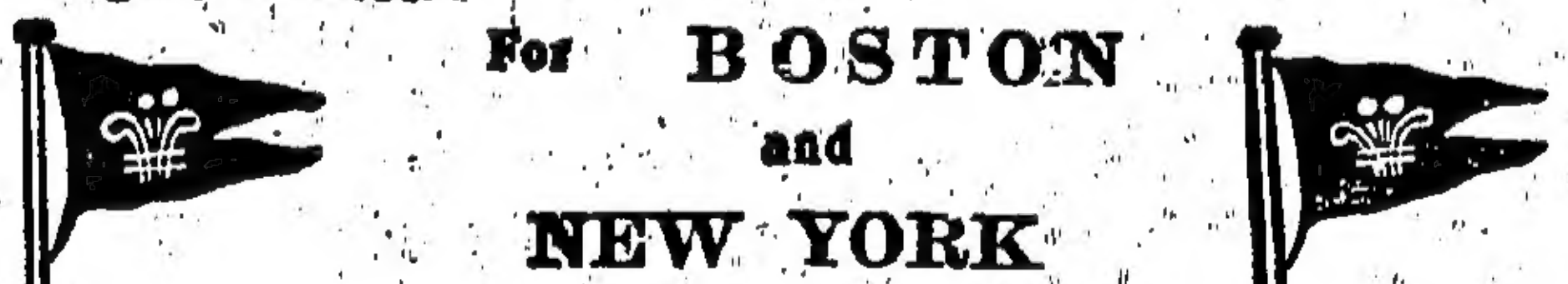
MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... 10th February.

S.S. "CELTIC PRINCE" ... about 8th March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain) 8, George's Building.

Telephone: Central 3165. Telegrams (Furness) ...

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, BUTTERFIELD & SWIRE & MARSEILLES.

Monthly direct service via Singapore and Port Said.

"ARGON MARU" (Omit Marseilles) ... Thursday, 15th Feb.

"LONDON MARU" (Taking Passengers) ... Saturday, 10th Mar.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE & SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" ... Wednesday, 14th Feb.

BOMBAY COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"SUMATRA MARU" ... Wednesday, 21st Feb.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUBBO MARU" ... Thursday, 1st Mar.

CALCUTTA—Monthly Service via Singapore, Penang & Rangoon.

"BOBNO MARU" ... Sunday, 25th Feb.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ...

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Monday, 20th Feb.

JAPAN PORTS—Kobe & Yokohama ...

"AMAZON MARU" ... Sunday, 11th Mar.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIJO MARU" ... Tuesday, 6th Feb.

TAKAO via SWATOW & AMOY ... Wednesday, 7th Feb.

"BATAVIA MARU" (Takao direct) ... Friday, 9th Feb.

"SUMA MARU" ...

For sailing dates and further particulars please apply to— K. K. K. Manager. [2]

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SZECHUEN"	On 6th Feb., D.L.
HAIPHONG	"CHENAN"	On 6th Feb., 10 a.m.
SWATOW	"TRAN"	On 8th Feb., 10 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 8th Feb., 10 a.m.
BANGKOK	"SUNAN"	On 8th Feb., D.L.
SHANGHAI & TIENTSIN	"SINGHAI"	On 10th Feb., D.L.
WHEARWELL, Chefoo & Tientsin	"HUICHOW"	On 11th Feb., D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 11th Feb., 10 a.m.
SWATOW, SHANGHAI & FUKOW	"LUCHOW"	On 11th Feb., 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 14th Feb., 4 p.m.
SWATOW & AMOY	"KAYING"	On 15th Feb., 10 a.m.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 15th Feb., 10 a.m.

Excellent Saloon accommodation amidsthips, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Fokow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Tientsin and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

THOMPSON CENTRAL SS. (JOHN SWIRE & SONS, Ltd.) Agents.

CARGO & PASSENGER SALES OFFICE AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave H'kong for Sandakan, Manila & Australian Ports
"TAIYUAN"	18th Feb.	23rd Feb., 3 p.m.
"CHANGHEA"	13th March	17th March

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has further accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Mutual Freight Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

Telephone Central No. 25. (JOHN SWIRE & SONS, Ltd.) Agent.

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STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Swan" ... Do Hongkong 21st Feb.

Leave Hongkong 23rd Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND SINGAPORE.

U.S.S. "Dewey" ... Do Hongkong 7th Feb.

Leave Hongkong 8th Feb.

U.S.S. "Elkridge" ... Do Hongkong 2nd Mar.

Leave Hongkong 3rd Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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PACIFIC MAIL STEAMSHIP CO.

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT LINCOLN" ... Feb. 14th ... Mar. 8th

S.S. "PRESIDENT TAFT" ... Mar. 6th ... Mar. 28th

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 5th

Sailing & Fares Subject to Change Without Notice.

SPECIAL THROUGH FARES

HONGKONG to EUROPE

via SAN FRANCISCO and NEW YORK

First Class throughout

LOCAL EQUIVALENT OF £120/0/0—£112/0/0

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

S.S. "PRESIDENT LINCOLN" ... Leaves Hongkong ... Arrives Manila

S.S. "PRESIDENT TAFT" ... Feb. 24th ... Feb. 27th

S.S. "PRESIDENT TAFT" ... Mar. 6th ... Mar. 7th

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "JACOB" ... Feb. 21st.

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO." Tel. Central 141. Canton Agents: REISS & CO.

